

# APPENDIX G

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*Transportation*

# TRANSPORTATION IMPACT ASSESSMENT

## KING COUNTY'S CHILDREN & FAMILY JUSTICE CENTER

PREPARED FOR:  
KING COUNTY

PREPARED BY:

heffron  
**transportation, inc.**

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DECEMBER 5, 2013

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# 1. INTRODUCTION

This report presents the detailed transportation impact analysis for King County's proposed Children and Family Justice Center project planned at the site of the County's existing Youth Services Center in Seattle, Washington. This report is intended to support the SEPA Checklist and the subsequent Master Use Permit (MUP) application to the City of Seattle. The purpose of this analysis is to define the transportation impacts of the proposed redevelopment, and to identify potential measures to mitigate those impacts, if necessary. Analysis procedures, assumptions, and methodologies applied in this report were coordinated with Transportation review staff at the City of Seattle's Department of Planning and Development (DPD).<sup>1</sup> The transportation issues addressed in this report reflect the project's potential operational and safety impacts to the roadway system, transit facilities, non-motorized facilities, and parking. This report also evaluates the site access options being considered as well as the potential interim parking impacts during construction.

## 1.1. Project Description

King County is proposing to redevelop approximately 4.7 acres of the existing 9-acre Youth Services Center located at 1211 E Alder Street in Seattle's Central District and Squire Park neighborhood. The site is within the 12<sup>th</sup> Avenue Urban Center Village and is bounded by 12<sup>th</sup> Avenue on the west, E Remington Court on the north, 14<sup>th</sup> Avenue on the east, and E Spruce Street on the south.

### 1.1.1. Existing Site Description

The site is currently occupied by the King County Youth Services Center, which is comprised of three separate structures—Alder Tower, Youth Detention Facility (Spruce Wing), and Alder Wing—and surface parking. The following describes the site's major existing elements.

**Alder Tower** (a six-story, 73,800-square foot (sf) building) contains a secure entry, holding cells, waiting area, seven courtrooms for Superior Court and associated administrative offices, offices for the Prosecuting Attorney, Attorney General, Public Defense, Juvenile Detention administration and support, meeting space, and a loading dock.

**Youth Detention Facility** (a 1 to 2-story, 103,000 sf building) houses youth that are mostly in short-term custody and support services for the youth detention facility; it has beds to accommodate up to 233 detainees. The Youth Detention Facility also contains one of the two schools that are located on-site, which is operated by the Seattle School District. All detainees are required to attend this school.

**Alder Wing** (a 2-story, 38,000-sf building) contains the second of two on-site schools (Alder Academy), which is an alternative school operated by the Seattle School District for troubled youths who are not incarcerated, as well as youths seeking a more secure school setting. Alder Academy includes several classrooms and a gymnasium. Daily attendance varies from 10 to 20 students. Alder Wing also contains limited staff offices; the second floor is currently vacant.

The **Sally Port** is the secure, vehicular entryway comprised of controlled gates at either end of the space for the transport of detainees to or from the facility. Vehicular access to the sally port is combined with access to the service/loading dock for the existing Youth Services Center and occurs at a common access driveway on 12<sup>th</sup> Avenue. There is also an adult sally port that is part of the fenced off area just off the main entrance.

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<sup>1</sup> Personal communication, John Shaw, City of Seattle – DPD, October 14, 2013.

**Surface Parking** is provided in three areas on-site—immediately west of Alder Tower (restricted/gated access for judges and County vehicles), another separate area immediately west of Alder Tower (for visitors), and in the northwest portion of the site for visitors and employees (restricted/gated access). There are a total of 314 parking spaces on-site. Access to each of these parking areas occurs from driveways on 12<sup>th</sup> Avenue—two of the driveways are access controlled with gates. An access-controlled egress only driveway for employees is located on E Remington Court. The loading dock for the Youth Services Center is located west of the sally port and shares an access driveway on 12<sup>th</sup> Avenue.

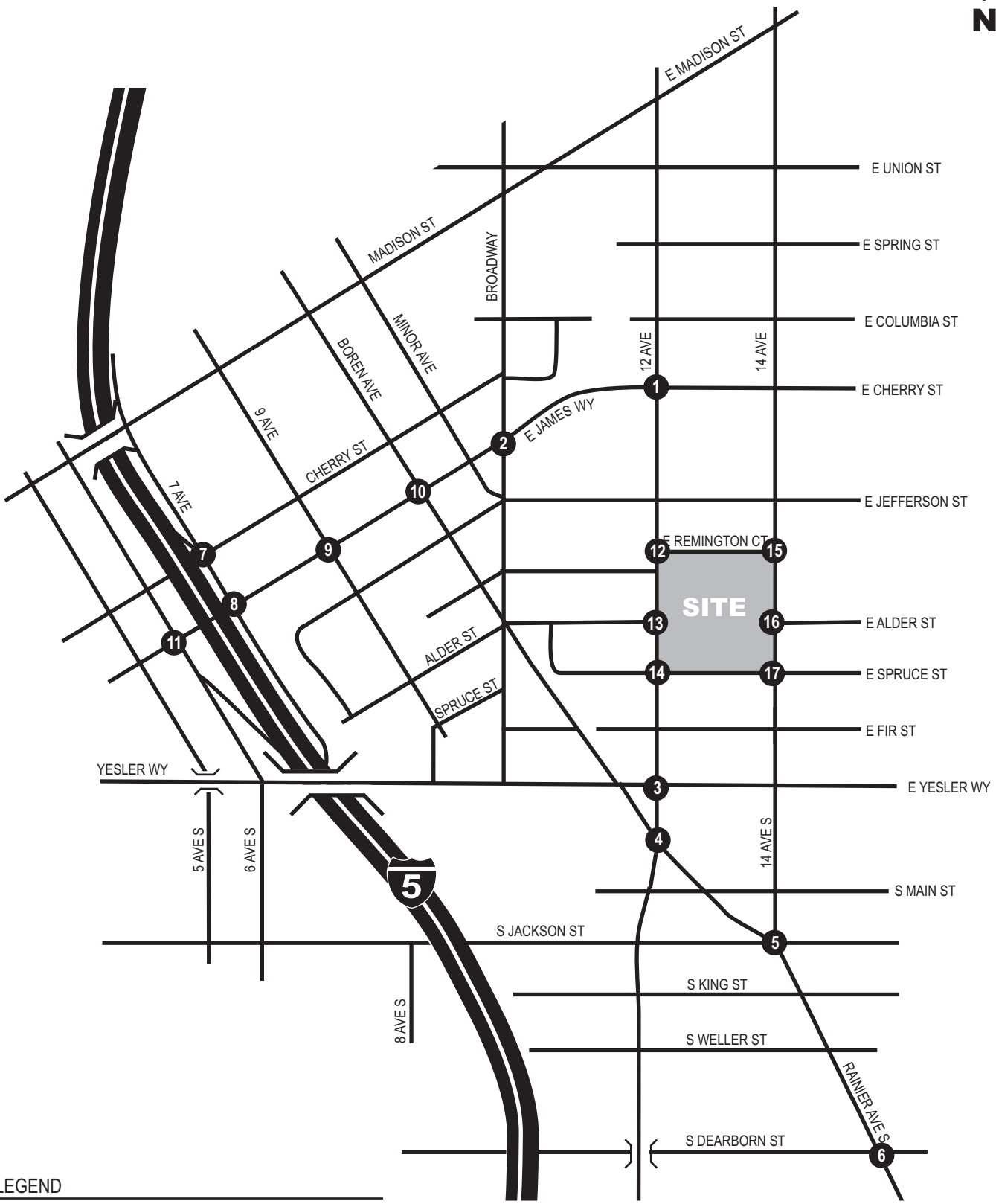
### 1.1.2. Proposed Redevelopment

The proposed redevelopment would replace the existing Youth Services Center with a new Children and Family Justice Center that would generally serve the same functions. The proposed Children and Family Justice Center would be developed in two phases with Phase 1 comprising approximately 70% percent of the overall project. Although two phases of work are planned and evaluated in this report, funding has only been approved for Phase 1. Construction of Phase 1 is planned to begin in late 2015 with completion expected by late 2019. Phase 2 construction will depend on final facility needs and available funding; however, construction could occur over two or three years sometime between 2018 and 2032. Phase 2 is expected to be complete by 2032. In order to reflect conditions with Phases 1 and 2 fully constructed and occupied, year 2033 was selected for all future transportation analyses. The following describes the sites major elements of each of the two phases that were evaluated as part of this analysis. It is noted that the redevelopment would allow some of the property to be subdivided as surplus property for future public or private development. However, there are no specific plans, nor a schedule for disposition of those portions of the site that may not be needed by King County. Subsequent redevelopment (public or private) that occurs on those properties would be addressed in separate, site-specific environmental analyses based on details of the development that is then proposed. The project site location is shown on Figure 1; the conceptual site development plan is shown on Figure 2.

**Juvenile Courthouse** would be constructed in the west-central portion of the site. The conceptual program includes a Phase 1 building with 137,000 sf containing: lobbies and waiting areas, conference facilities, juvenile probation, supporting offices, ten courtrooms, judges' chambers, supporting offices, and other associated elements (such as loading dock, sally ports, juvenile detention and holding cell area, and secure judiciary parking). It is anticipated that Alder Academy could also be incorporated into Phase 1 of the new complex assuming funding is secured by Seattle Public Schools. With Phase 2, another 83,000 sf of building area is planned to be added and would include: seven additional courtrooms, additional judges' chambers, court operations space, and supporting offices.

**Youth Detention Facility** would be located in the east-central portion of the site. The conceptual program includes a Phase 1 building with 98,000 sf containing: approximately 154 beds (a reduction of 79 beds compared to the existing facility), medical clinic and infirmary, library, recreational facility, and the Seattle Public School currently located in the existing detention facility. With Phase 2, another 19,000 sf of building area for housing could be added.

**Parking Structure** is proposed in the south-central portion of the site and would be available to visitors and staff. The conceptual plan for parking would provide up to 440 spaces with Phase 1 and up to an additional 200 spaces with Phase 2 for a total of up to 640 spaces. Vehicular ingress and egress for public access (visitors) to the proposed parking structure would occur from a driveway on 12<sup>th</sup> Avenue opposite E Alder Street; vehicular access to the loading dock and sally ports would occur on E Spruce Street about 200 feet east of 12<sup>th</sup> Avenue.



**LEGEND**

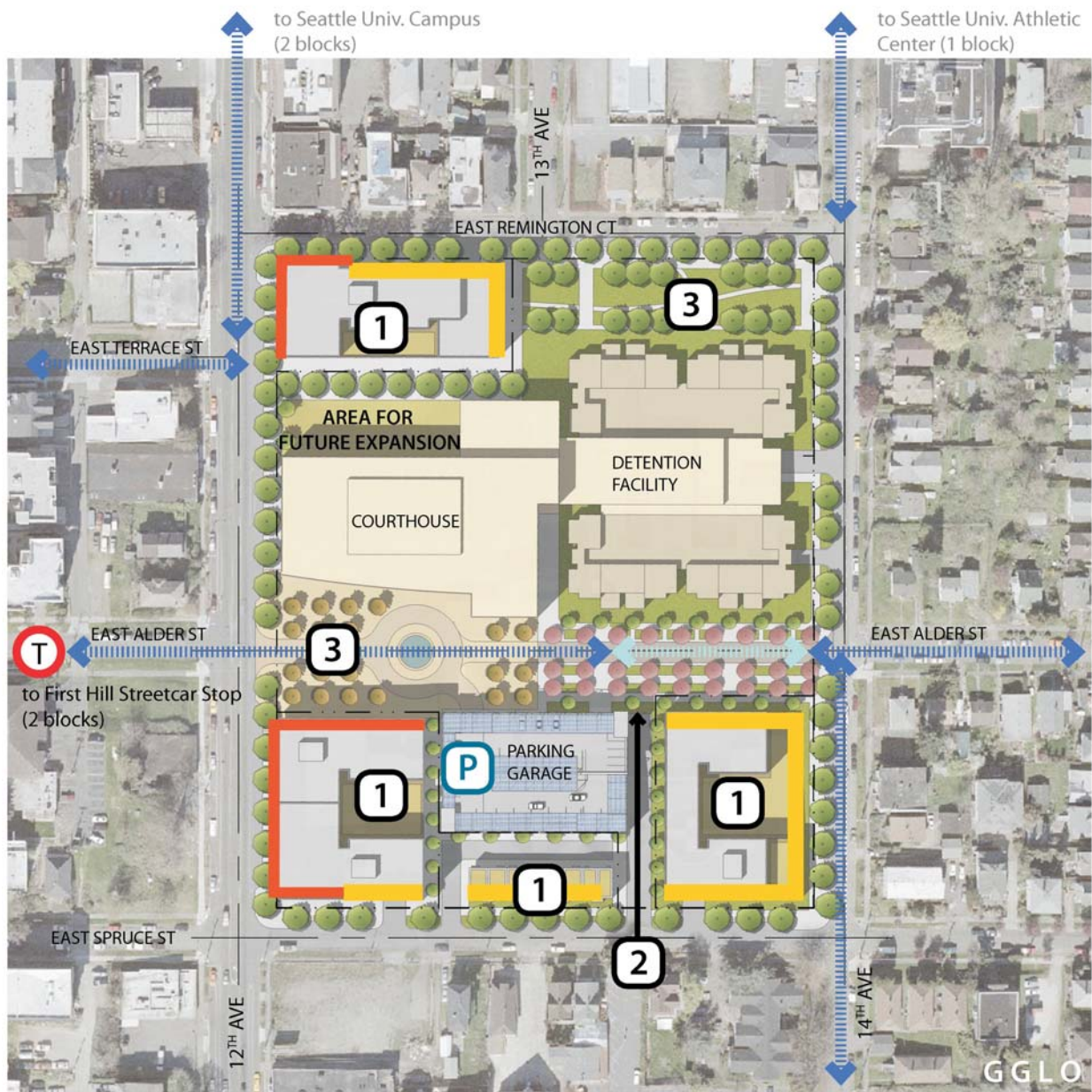
●**XX** = Study-Area Intersection Identification Number

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Figure 1  
Project Site Location and  
Study Area

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0 25' 50' 100' 200' ⓘ

Ⓣ to First Hill Streetcar Stop (2 blocks)

Key

- |                       |                                     |
|-----------------------|-------------------------------------|
| ① Private Development | — Ground-Level Commercial Frontage  |
| ② Loading and Service | — Ground-Level Residential Frontage |
| ③ Community Space     | — Important Connecting Routes       |
| Ⓟ Parking Structure   | — EVA / Pedestrian Only             |

Source: King County, January 11, 2012

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Figure 2

Conceptual Site Development Plan

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Two options are being considered for vehicular access by staff and judges. One option would have staff and judges access the parking garage from 14<sup>th</sup> Avenue at a new driveway opposite E Alder Street. The second option would have staff and judges access the site from the same driveway as the loading dock and sally ports on E Spruce Street.

**Pedestrian Access** would occur through the site between 12<sup>th</sup> and 14<sup>th</sup> Avenues along the already vacated alignment of E Alder Street. Removable bollards would be located at the east-end of the E Alder Entry Court and at the access on 14<sup>th</sup> Avenue to prevent through-block vehicular access. Pedestrian access to the juvenile courthouse would occur from the entry plaza.

King County's Facilities Management Division (FMD) provided staffing models showing the planned numbers of employees for Phase 1 and Phase 2. The Phase 1 project is expected to add seven (7) full-time equivalent employees

## 1.2. Study Area

The study area for this analysis was determined based on how trips would arrive at and depart from the area, which is described later in the *Project Impacts* section of this report. Based on guidance from City staff, key intersections near the site that could be impacted by 20 or more peak hour trips were included in the analysis. Since the future analysis year is 2033, the analysis study area was determined after examining the results from the year 2030 transportation analyses prepared for the Yesler Terrace EIS.<sup>2</sup> Key intersections from that study that are either forecast to operate at LOS D or worse or through which the project could send a relatively large number of trips were included. Some intersections through which the project could add 20 or more trips were not included since the Yesler Terrace EIS determine they would operate at good levels of service. In addition, the project could add 20 or more trips to some intersections during one of the two peak hours. The analysis study area consists of the following intersections, which were evaluated for both AM and PM peak hour conditions.

- 12<sup>th</sup> Avenue / E Cherry Street
- Broadway / E James Street
- Boren Avenue / James Street
- 9<sup>th</sup> Avenue / James Street
- I-5 NB Off Ramp / James St / 7<sup>th</sup> Ave
- 6<sup>th</sup> Avenue / James Street
- I-5 NB On Ramp / 7<sup>th</sup> Ave / Cherry St
- Boren Ave S / S Jackson St / Rainier Ave S
- Rainier Avenue S / S Dearborn Street
- 12<sup>th</sup> Avenue / E Remington Court
- 12<sup>th</sup> Avenue / E Alder Street
- 12<sup>th</sup> Avenue / E Spruce Street
- 12<sup>th</sup> Avenue / E Yesler Way
- 12<sup>th</sup> Avenue / Boren Avenue S
- 14<sup>th</sup> Avenue / E Remington Court
- 14<sup>th</sup> Avenue / E Alder Street
- 14<sup>th</sup> Avenue / E Spruce Street

In addition to these existing intersections, analyses were prepared for the site's access driveways including both options for staff and judges.

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<sup>2</sup> *Transportation Technical Report for Draft EIS – Yesler Terrace Redevelopment*, Heffron Transportation, Inc., Oct. 11, 2010

## 2. BACKGROUND CONDITIONS

This chapter discusses the existing and future conditions without the Children and Family Justice Center redevelopment project. These base conditions are used to evaluate the impacts of the proposed redevelopment. All future analyses were performed for the year 2033, which is the year that the full project (Phases 1 and 2) are expected to be complete and occupied. This year is also close to the year (2030) evaluated for the nearby Yesler Terrace redevelopment, the City of Seattle's major update of its Comprehensive Plan, and studies for the planned First Hill Streetcar. All of the year 2033 analyses assume completion of the First Hill Streetcar project, which is currently under construction.

### 2.1. Transportation Network

#### 2.1.1. Existing Network

The City of Seattle designates streets as principal arterials, minor arterials, collector arterials, and local access streets depending upon the street's function in the roadway network. There are eight arterial streets that border or traverse the study area for the Children and Family Justice Center: 12<sup>th</sup> Avenue, 14<sup>th</sup> Avenue, E Jefferson Street, Yesler Way, Boren Avenue, 8<sup>th</sup> Avenue, 9<sup>th</sup> Avenue, and Broadway.<sup>3</sup> The location of on-street parking near the site is shown later on Figure 9. The key roadways adjacent to the project site are described below.

**12<sup>th</sup> Avenue** is primarily a Minor Arterial that extends from S Charles Street on the south to E Aloha Street on the north. There is a small segment between S Jackson Street and Boren Avenue that is designated as a Principal Arterial. Near the project site, 12<sup>th</sup> Avenue has three lanes (one in each direction and a center two-way, left-turn lane), plus bike lanes and parallel on-street parking on both sides of the street. Its intersections with E Jefferson Street, E Cherry Street, E Yesler Way, and Boren Avenue S are signalized. The roadway has curbs, gutters, and sidewalks on both sides.

**14<sup>th</sup> Avenue** is a Collector Arterial that connects between S Jackson Street on the south and E Pine Street on the north. Near the site, the roadway is about 27 feet wide with one travel lane in each direction plus parallel on-street parking on the east side of the street. Its intersections with E Jefferson Street, E Cherry Street, E Yesler Way, and Boren Avenue S are signalized. The roadway has curbs, gutters, and sidewalks on both sides.

**E Remington Court** is a local access street that connects two blocks between 12<sup>th</sup> Avenue and 14<sup>th</sup> Avenue. The roadway is approximately 25-foot wide (curb-to-curb) with parallel on-street parking on both sides. Due to its width, the travel way is effectively restricted to one lane for both directions of travel where cars are parked on both sides. Its approaches to 12<sup>th</sup> and 14<sup>th</sup> Avenues are stop-sign controlled; its intersection with 13<sup>th</sup> Avenue is uncontrolled.

**E Spruce Street** is a local access street that extends from 10<sup>th</sup> Avenue on the west to 25<sup>th</sup> Avenue on the east. Near the site, the roadway is approximately 25-foot wide (curb-to-curb) with parallel on-street parking on both sides, except for the project site frontage between 12<sup>th</sup> and 14<sup>th</sup> Avenues where parking is not permitted on the north side. East and west of the site, the travel way is effectively restricted to one lane for both directions of travel due to its width where cars are parked on both sides. Its approaches to 12<sup>th</sup> and 14<sup>th</sup> Avenues are stop-sign controlled.

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<sup>3</sup> Source: City of Seattle, Arterial Classification Map (2003).

## 2.1.2. Planned Improvements and Changes

There is one major transportation infrastructure project currently under construction in the area: the First Hill Streetcar. This project, which is funded through Sound Transit's ST2 bond measure, is being constructed by SDOT and is planned to begin operation in 2014. The streetcar route<sup>4</sup> is shown later in the *Transit* section. Near the Children and Family Justice Center site, the streetcar will operate along Yesler Way between 14<sup>th</sup> Avenue and Broadway (about two blocks south of the site), and along Broadway north of Yesler Way (about three blocks west of the site). Stations will be located on Yesler Way just east of Broadway and on Broadway at E Terrace Street. Changes in street configuration to account for the First Hill Streetcar and stations have been incorporated into traffic operations models for the year 2033 conditions.

The City of Seattle's *2013-2018 Adopted Capital Improvement Program*<sup>5</sup> was reviewed to determine if any proposed projects would affect study-area intersections. Although there are many major infrastructure projects that may affect traffic volumes within the study area (e.g., the Alaskan Way Viaduct), no projects except the First Hill Streetcar are identified that would alter the geometry of existing study area intersections. The Yesler Terrace Redevelopment EIS included recommended mitigation for several study-area intersections.

- **12<sup>th</sup> Avenue/E Cherry Street:** Restripe E Cherry Street to provide conventional left turn phasing (instead of separate phases for eastbound and westbound traffic). Revisions assume updated signal phasing and timing.
- **Rainier Avenue S/S Dearborn Street:** Add a southbound right turn pocket on Rainier Avenue S. Revisions assume updated signal phasing and timing.
- **6<sup>th</sup> Avenue/James Street:** Retime intersection

These modifications were also accounted for in the operations models used for this analysis.

## 2.2. Traffic Volumes

### 2.2.1. Existing Site Traffic

New traffic counts were commissioned at the site access driveways to determine the existing traffic generation of the Youth Services Center. Peak period video traffic counts were performed at the site's four access driveways on two days—Thursday, September 26 and Wednesday, October 30, 2013. In addition, 48-hour machine counts were performed at the access driveways on October 29 and 30, 2013. These counts were compiled and analyzed to determine average daily, AM peak hour, and PM peak hour trip generation at the site. The results were adjusted to reflect a portion of trips (estimated at 7%<sup>6</sup>) that are made to the site, but do not enter the site access driveways because drivers find parking off-site (typically on-street).

Traffic generation at the existing Youth Services Center is primarily influenced by two components—employees working at the site and courtroom participants/visitors. Therefore, the trip estimates for the existing site were used to develop trip generation rates based on the site's current employment levels and courtroom participants/visitors. King County staff provided employment data for the existing site

<sup>4</sup> City of Seattle, <http://www.seattlestreetcar.org/firsthill.htm>

<sup>5</sup> City of Seattle, 2012.

<sup>6</sup> The Gilmore Research Group, March 3, 2010.

as of September 2013, at which time the site had 315 full-time-equivalent (FTE) employees that worked the day-shift (on-site between about 7:30 A.M. and 5:00 P.M.).

The County also provided estimates of daily participants and spectators for a typical calendar week within the courts in 2013. These data reflect the full range of juvenile and family law activities within the courts (arraignments, hearings, 1<sup>st</sup> appearances, motions, trials, etc.). Based on the typical schedule of activities within the courts, the participant and spectator activity was provided in terms of the morning activities, afternoon activities, and all-day matters. The site access traffic counts at the driveway serving public and visitors (center access on 12<sup>th</sup> Avenue) were used to develop rates based on the courtroom activities according to the average daily number of participants and spectators. The site access traffic counts at the remaining three driveways (two on 12<sup>th</sup> Avenue and one on E Remington Court) were used to develop rates based on employment at the site. As previously mentioned, the counts were increased by 7% to reflect trips that did not enter the site. Table 1 presents the resulting trip generation estimates and trip generation rates for the existing facility based on the primary trip generating influences.

Table 1. King County Youth Services Center – Existing Trip Generation

Trip Generation Period / Component	Rates	In	Out	Total
Daily				
Average Daily Court Participants/Spectators <sup>1</sup>	0.84 trips per part./spec.	340	340	680
Day-shift FTE Employee	2.19 trips per employee	345	345	690
<b>Total Daily Trip Generation</b>		<b>685</b>	<b>685</b>	<b>1,370</b>
AM Peak Hour (7:45 to 8:45 A.M.)				
Average AM and Daily Court Participants/Spectators <sup>1</sup>	0.15 trips per part./spec.	72	9	81
Day-shift FTE Employee	0.23 trips per employee	67	4	71
<b>Total AM Peak Hour Trip Generation</b>		<b>139</b>	<b>13</b>	<b>152</b>
PM Peak Hour (4:15 to 5:15 P.M.)				
Average PM and Daily Court Participants/Spectators <sup>1</sup>	0.10 trips per part./spec.	13	31	44
Day-shift FTE Employee	0.27 trips per employee	2	83	85
<b>Total PM Peak Hour Trip Generation</b>		<b>15</b>	<b>114</b>	<b>129</b>

Source: Heffron Transportation, Inc., 2013.

1. Average weekday participants and spectators from King County courtroom calendar, October 15, 2013. Reflects average AM total of 348; average PM total of 257; and average of 203 for all-day matters.

The trip generation rates and totals presented above reflect the existing vehicular modes of travel for employees and visitors at the site. Based on the 2013 *Commute Trip Reduction (CTR) Employer Survey Report*<sup>7</sup> for the existing Youth Services Center, 76.8% of affected employees<sup>8</sup> drive-alone. The CTR report also includes data for other modes that are used at least once during the survey week. For this survey, 14.5% used bus or rail transit, 14% carpooled, and about 7% used other modes at least once during the survey week. Since these percentages only reflect employee modes on at least one day per week, they do not provide a complete summary of average mode share for a typical week

<sup>7</sup> Washington State Department of Transportation (WSDOT), June 25, 2013.

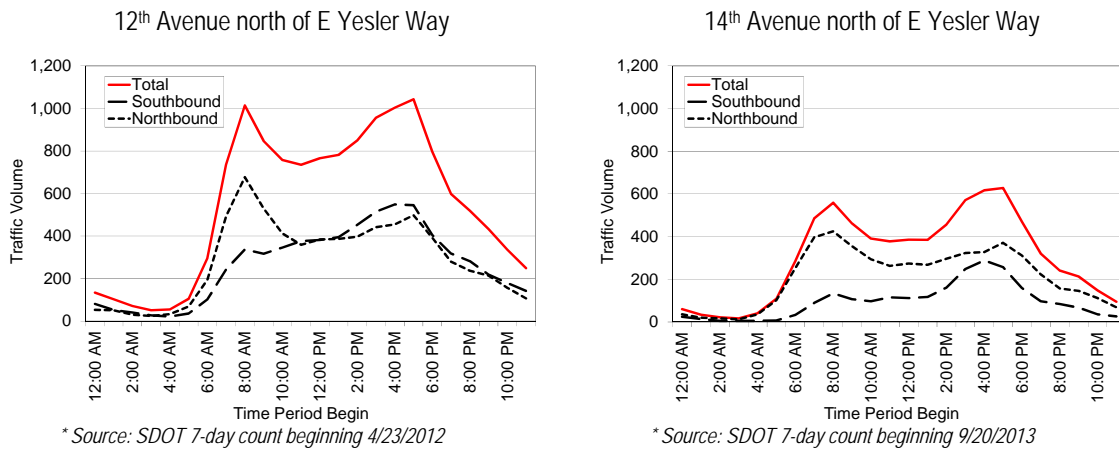
<sup>8</sup> Affected employees are defined by WSDOT as those that work 35 hours or more in a week (Monday through Sunday); are scheduled to report to a single worksite between 6 and 9 A.M.; work on two or more weekdays (Monday through Friday); and work in a position intended to last 12 continuous months.

and do not add to 100%. However, a Transportation Survey conducted by The Gilmore Research Group in 2010<sup>9</sup> surveyed over 2,800 persons that entered the Youth Services Center from 7:30 A.M. to 5:00 P.M. over the course of five weekdays. These surveys included questions about how respondents arrived at the site and reflected patterns of employees and facility visitors (such as courtroom participants and spectators). These surveys found about 15% arrived by transit; 15% arrived in carpools; 61% drove alone and parked (54% on site, 7% off site); 4% were driven (e.g. by taxi, friend, or relative); and the remainder used other modes such as they walked or biked (5%).

## 2.2.2. Existing Roadway Traffic Volumes

Existing traffic volumes within the study area were compiled from several sources including recently published data from the Yesler Terrace EIS,<sup>10</sup> seven-day counts performed by SDOT, and new peak period counts performed for this analysis in October 2013 at intersections near the site. Figure 3 shows the hourly traffic volumes on 12<sup>th</sup> and 14<sup>th</sup> Avenues just south of the project site and north of E Yesler Way. As shown, both roadways demonstrate typical peaking characteristics with the highest volumes occurring in the morning (8:00 to 9:00 A.M.) and afternoon (5:00 to 6:00 P.M.). Volumes on 12<sup>th</sup> Avenue are much higher than on 14<sup>th</sup> Avenue (nearly double) and reflect patterns with northbound volumes being higher in the morning and southbound volume higher in the afternoon. On 14<sup>th</sup> Avenue, northbound volumes are higher than southbound volumes all day.

Figure 3. Directional Hourly Traffic Volumes on 12<sup>th</sup> and 14<sup>th</sup> Avenues north of Yesler Way



Intersection turning movement volumes within the study area represent compiled traffic data from counts taken between years 2007 and 2013. Older traffic counts were used along corridors that could be affected by the current construction of the Streetcar. New counts were commissioned at intersections near the site. New morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak period traffic counts were performed at the following intersections on Wednesday, October 23, 2013.

- 12<sup>th</sup> Avenue / E Remington Court
- 12<sup>th</sup> Avenue / E Alder Street
- 12<sup>th</sup> Avenue / E Spruce Street
- 14<sup>th</sup> Avenue / E Remington Court
- 14<sup>th</sup> Avenue / E Alder Street
- 14<sup>th</sup> Avenue / E Spruce Street

<sup>9</sup> March 3, 2010.

<sup>10</sup> Heffron Transportation, Inc., Oct. 2010.

Data from SDOT's historic count database were used to evaluate how traffic volumes have changed within the study area in recent years. Review of SDOT historic counts along key corridors such as 12<sup>th</sup> Avenue, 14<sup>th</sup> Avenue, and Boren Avenue shows that traffic volumes have not changed substantially since 2006; in fact, traffic volumes at most locations declined from 2005 to about 2009, and have shown a slight increase since then. The existing traffic volumes are shown on Figure 4 and Figure 5 for the AM and PM peak hours, respectively. At most of the locations near the site, the AM peak hour occurs from 7:45 to 8:45 A.M., and the PM peak hour occurs from 5:00 to 6:00 P.M.

### 2.2.3. Future Traffic Forecasts

Year 2033 traffic volume forecasts were developed by adjusting the year 2030 with-project traffic forecasts presented in the Yesler Terrace EIS. Those 2030 traffic forecasts were originally developed by DKS Associates, Inc. for the First Hill Streetcar project using SDOT's enhanced version of the Puget Sound Regional Council's (PSRC) regional planning model. It was then subsequently modified to reflect conditions with the Yesler Terrace Redevelopment project. The model reflects assumptions for regional population and employment growth as defined in the PSRC's adopted regional plan.<sup>11</sup> The model reflects mitigation identified in the Yesler Terrace EIS and also reflects transportation improvements that are identified in the adopted regional plans and have a funding commitment. The major infrastructure improvements included in the model are:

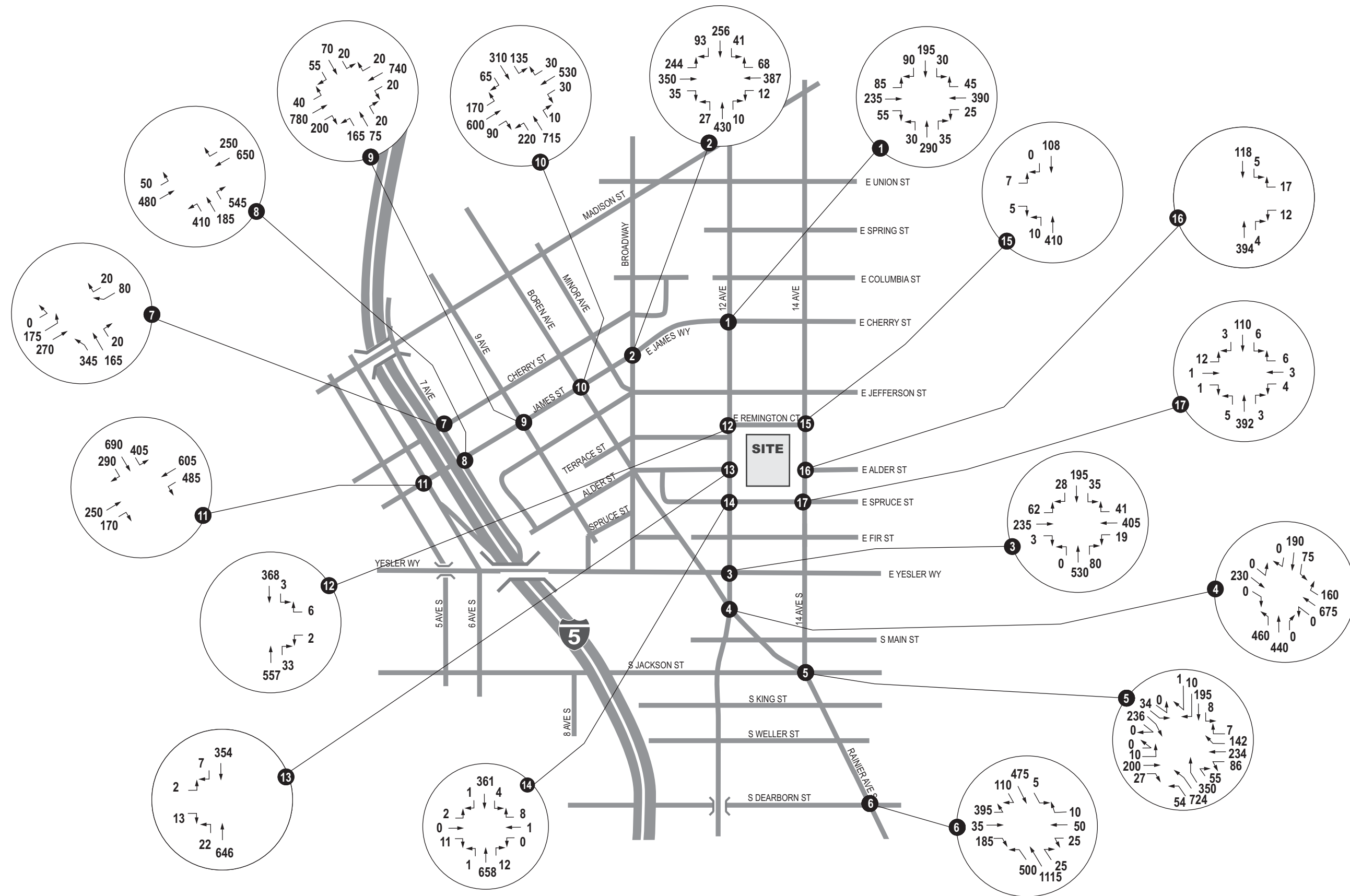
- Alaskan Way Viaduct Replacement
- Sound Transit's University Link
- Sound Transit's North Link (extension to Lynnwood)
- Sound Transit's East Link
- First Hill Streetcar
- King County Transit Now service, including the six RapidRide corridors in King County
- Mercer East project
- Spokane Street Viaduct Widening project, including the new ramps at 1<sup>st</sup> and 4<sup>th</sup> Avenues

To represent year 2033 conditions for this analysis, the 2030 forecasts were increased slightly (using a 0.5% annual growth rate) to reflect potential increases that could occur between 2030 and 2033. Because the 2030 forecasts already included substantial growth in Seattle's population and employment, no additional traffic generated by specific development projects ("pipeline" projects) was included in the future volumes. In addition, any changes in street capacity associated with the First Hill Streetcar project have been accounted for in the volume forecasts. The 2033 traffic estimates for the AM and PM peak hours are shown on Figure 6 and Figure 7, respectively.

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<sup>11</sup> *Destination 2030, the Metropolitan Transportation Plan for the Central Puget Sound Region, PSRC, 2001.* Population and employment data were updated in 2006.

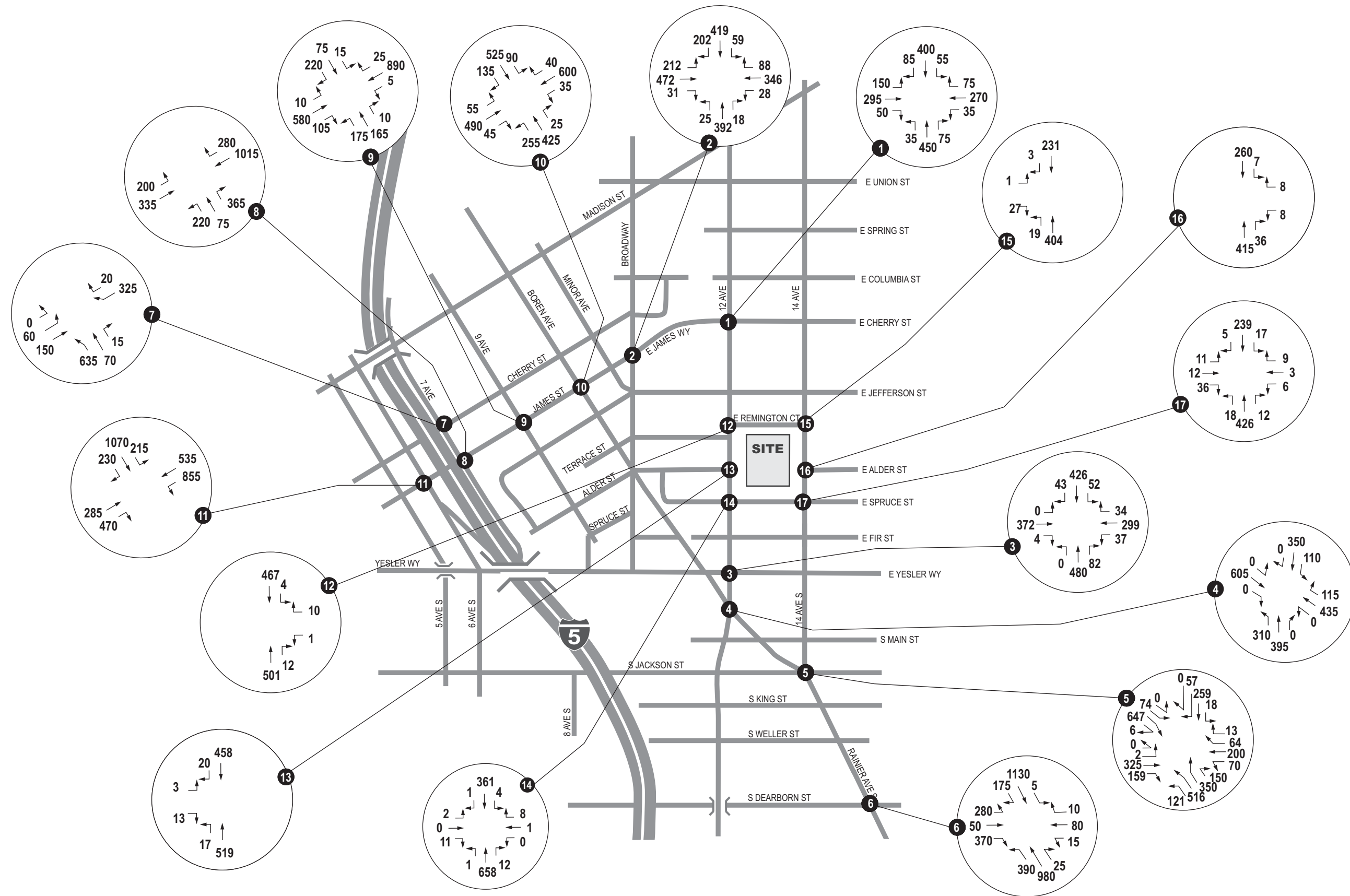




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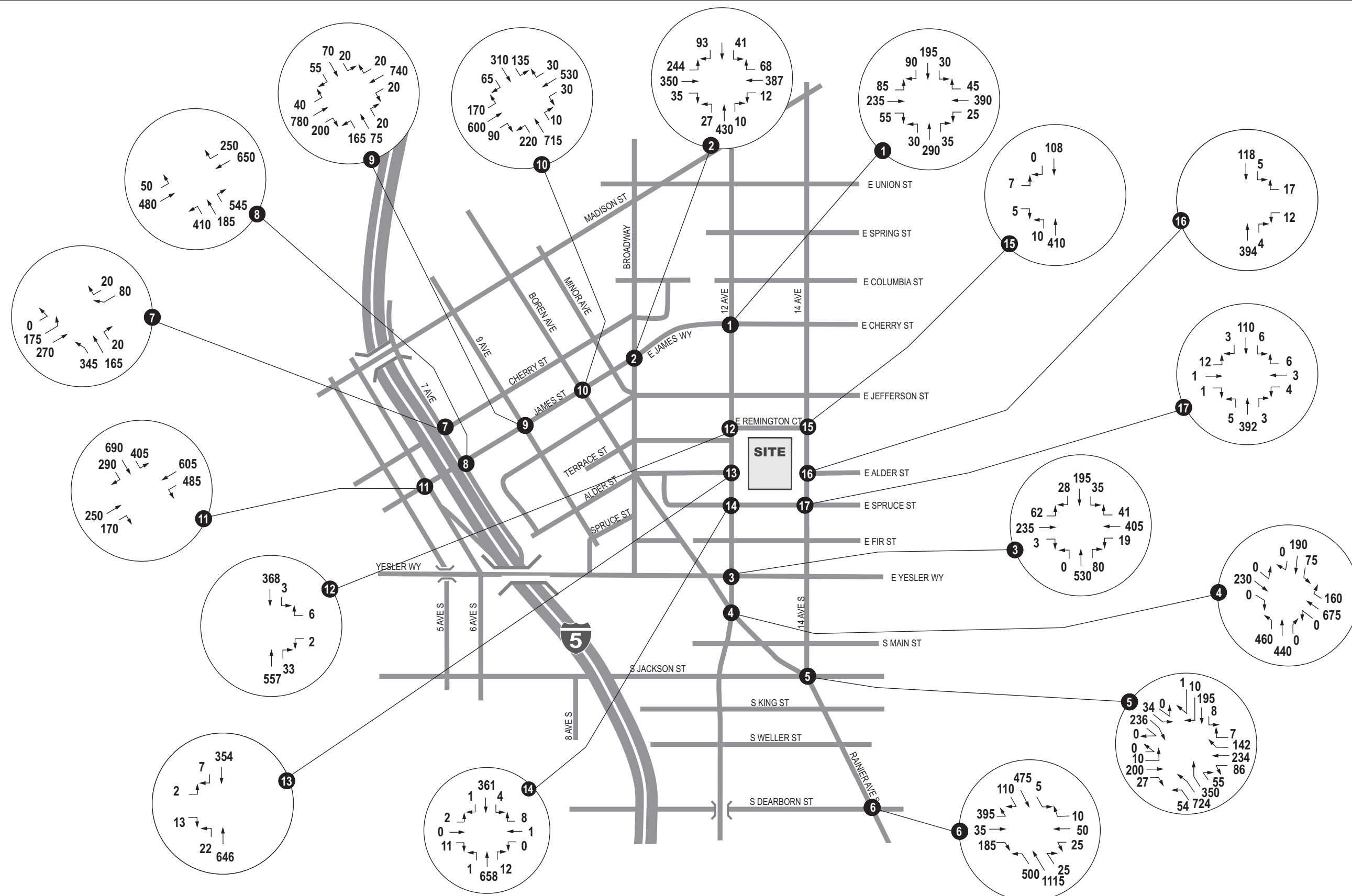
Figure 4  
Existing Traffic Volumes  
AM Peak Hour



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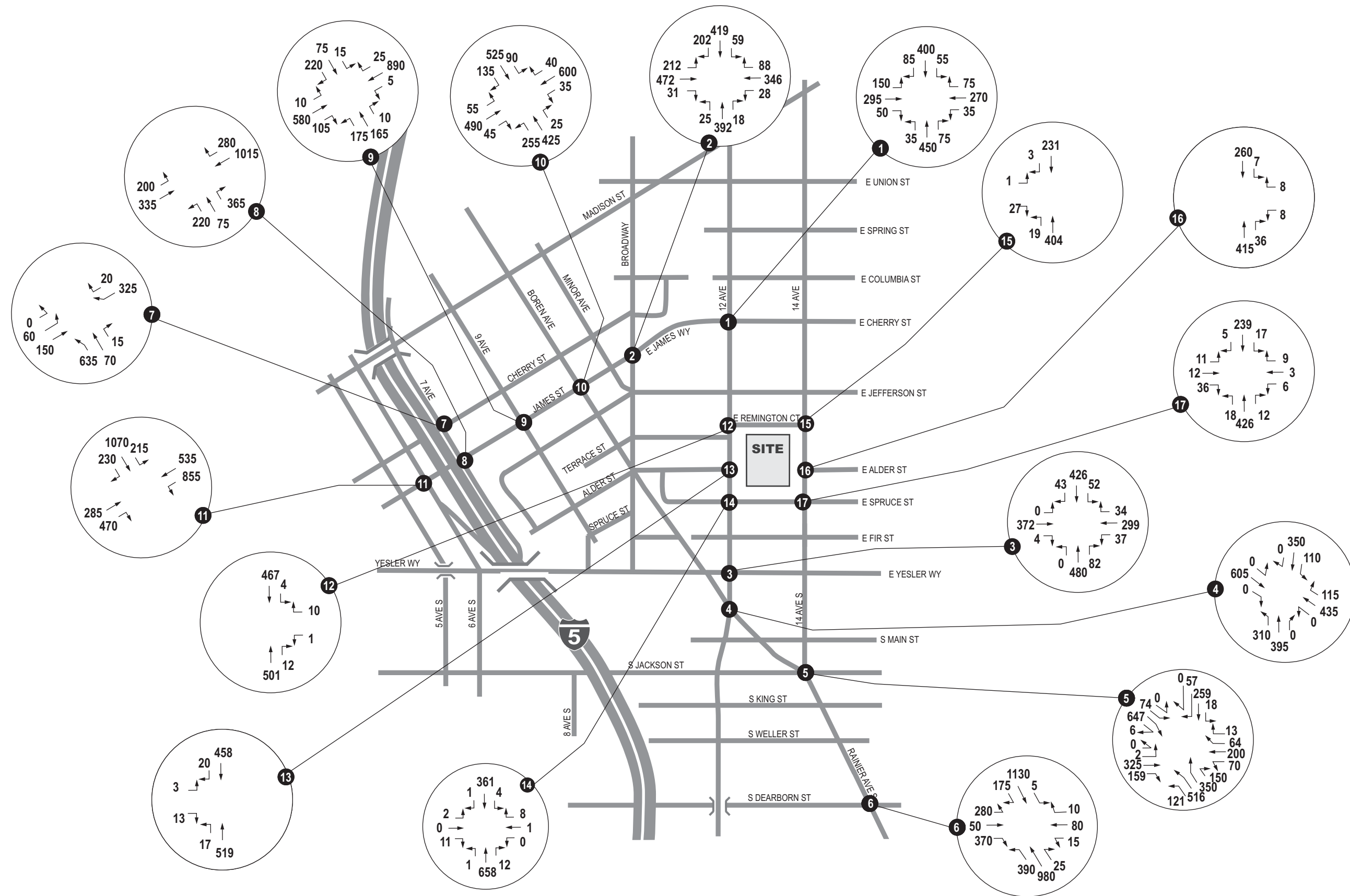
Figure 5  
Existing Traffic Volumes  
PM Peak Hour



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Figure 6  
Year 2033 Without-Project Traffic Volumes  
AM Peak Hour



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Figure 7  
Year 2033 Without-Project Traffic Volumes  
PM Peak Hour

## 2.3. Level of Service

Level of service (LOS) is a qualitative measure used to characterize traffic operating conditions. Six letter designations, “A” through “F,” are used to define level of service. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. The City of Seattle level of service standards focus on groups of key arterials (described later in *Section 3.9 - Transportation Concurrency*). The City does not have adopted intersection level of service standards; however, project-related intersection delay that causes an intersection to operate at LOS E or F, or increases delay at an intersection that is projected to operate at LOS E or F without the project, may be considered a significant adverse impact. Levels of service for the study area intersections were determined using the methodology in the *Highway Capacity Manual*.<sup>12</sup> Appendix A includes level of service thresholds and definitions for unsignalized and signalized intersections.

### 2.3.1. Existing Levels of Service

Levels of service for the study area intersections were determined using Trafficware’s *Synchro 8.0* analysis software. The existing-conditions Synchro models prepared for the Yesler Terrace EIS were expanded by Heffron Transportation to include additional study-area intersections near the project site and the associated 2013 traffic volumes from the new counts. The existing AM and PM peak hour models reflect existing intersection geometries, signal operations, and traffic volumes. The existing-conditions models were used to calculate morning and evening peak hour levels of service for the study area. Table 2 summarizes the existing levels of service for study area intersections. Note that the operations analyses for the 14<sup>th</sup> Avenue/E Yesler Way intersection reflect operational characteristics prior to construction of the First Hill Streetcar project, which is ongoing and at the time of this analysis closed the south leg of the intersection.

The level-of-service results show that most of the study-area intersections operate at LOS D or better, which is an acceptable level of service. Signalized intersections that currently operate at LOS E or F during the AM and/or PM peak hours include:

- Broadway/E James Street (PM peak hour)
- 14<sup>th</sup> Avenue S/Rainier Avenue S/S Jackson Street (both peak hours)
- 6<sup>th</sup> Avenue/James Street (PM peak hour)

All movements at the unsignalized study-area intersections currently operate at LOS C or better.

### 2.3.2. Year 2033 No Action Levels of Service

The Synchro models for year 2033 without-project conditions were originally developed for the First Hill Streetcar project and expanded by Heffron Transportation for the Yesler Terrace Redevelopment EIS. For this analysis, they were expanded to include the study area intersection near the Children and Family Justice Center site. Year 2033 without-project level-of-service analyses reflect completion of the First Hill Streetcar and the Yesler Terrace Redevelopment. The Streetcar project would change the lane configuration at many locations along the proposed alignment; Yesler Terrace would affect traffic volumes in the study area and would include some mitigation improvements that would affect intersection operations. Table 2 summarizes the Year 2033 without-project levels of service.

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<sup>12</sup> Transportation Research Board [TRB], 2010.



Table 2. Level of Service Summary– Existing and 2033 Without-Project Conditions

Int. #	Intersection Name	AM Peak Hour				PM Peak Hour			
		Existing		2033 w/o Project <sup>c</sup>		Existing		2033 w/o Project	
		LOS <sup>a</sup>	Delay <sup>b</sup>	LOS	Delay	LOS	Delay	LOS	Delay
<b>SIGNALIZED INTERSECTIONS</b>									
1	12 <sup>th</sup> Avenue / E Cherry Street	D	35.9	D	50.0	D	49.8	E	64.6
2	Broadway / E James Street	C	31.9	E	64.0	E	56.8	F	86.3
3	12 <sup>th</sup> Avenue / E Yesler Way	B	12.2	E	57.7	B	17.3	E	57.7
4	12 <sup>th</sup> Avenue S / Boren Avenue S	C	30.9	E	70.4	D	35.0	E	56.6
5	14 <sup>th</sup> /Rainier Aves S/S Jackson St	E	64.1	D	49.7	E	60.6	C	34.4
6	Rainier Ave S / S Dearborn St	D	49.9	E	65.1	D	45.3	E	69.7
7	7 <sup>th</sup> Avenue / Cherry Street	B	13.8.	B	17.9	D	38.7	F	83.0
8	7 <sup>th</sup> Avenue / James Street	C	23.6	D	47.5	C	20.0	D	41.7
9	9 <sup>th</sup> Avenue / James Street	C	20.3	D	39.3	C	23.3	D	48.5
10	Boren Avenue / James Street	D	44.3	E	59.6	D	40.8	D	47.2
11	6 <sup>th</sup> Avenue / James Street	C	29.7	C	29.9	F	83.1	F	89.9
<b>UNSIGNALIZED INTERSECTIONS<sup>d</sup></b>									
12	12 <sup>th</sup> Avenue / E Remington Ct	B	12.8	B	14.2	B	12.3	C	16.6
13	12 <sup>th</sup> Avenue / E Alder Street	B	11.4	B	13.1	B	12.6	C	16.0
14	12 <sup>th</sup> Avenue / E Spruce St	B	14.2	C	15.9	B	14.1	C	18.6
15	14 <sup>th</sup> Avenue / E Remington Ct	B	11.7	B	13.5	B	10.7	B	11.0
16	14 <sup>th</sup> Avenue / E Alder Street	B	12.2	B	14.0	B	14.0	B	13.1
17	14 <sup>th</sup> Avenue / E Spruce St	B	14.5	C	17.2	C	17.3	C	17.0

<sup>a</sup> Level of service.

<sup>b</sup> Average seconds of delay per vehicle.

<sup>c</sup> 2033 Without-Project condition reflects completion of the First Hill Streetcar plus regional growth including the Yesler Terrace development.

<sup>d</sup> Delay reported for worst movement at the intersection, which is generally the left turn from a stop sign.

Highlighted cells indicate LOS F intersections.

Three of the study area intersections would operate at LOS F in the future due to the growth in traffic volumes. The following describes the LOS F intersections:

- Broadway / E James Street – Growth in background traffic combined with changes to the signal timing and phasing to accommodate the First Hill Streetcar would result in this intersection operating at LOS F during the PM peak hour in 2033.<sup>13</sup> The Yesler Terrace EIS noted that additional changes in intersection configuration are not physically possible without acquiring additional right of way and significantly affecting adjacent development.
- 7<sup>th</sup> Avenue / Cherry Street – Growth in traffic volumes would degrade PM peak hour operations from LOS D existing to LOS F in the year 2033.
- 6<sup>th</sup> Avenue / James Street – This intersection currently operates at LOS F during the PM peak hour, and growth in traffic through 2033 would add to the delay. Although changes to the signal timing proposed by the Yesler Terrace Redevelopment (reflected in these results) would help limit the added delay, the intersection would continue to operate at LOS F in the future.

It should be noted that operations at the 14<sup>th</sup> Avenue/Rainier Avenue S/S Jackson Street intersection are projected to improve due to changes along 14<sup>th</sup> Avenue associated with the First Hill Streetcar.

<sup>13</sup> The Yesler Terrace Redevelopment EIS noted the project's impact to this intersection as an unavoidable adverse impact.



## 2.4. Traffic Safety

Collision data for the study area intersections and roadway segments adjacent to the site were obtained from SDOT. These data, reflecting the period between January 1, 2010 to October 31, 2013 (3.8 years), were examined to determine if there are any unusual traffic safety conditions that could impact or be impacted by the proposed project. The collision data are summarized in Table 3.

During the three-year analysis period, the highest number of collisions occurred at the 6<sup>th</sup> Avenue / James Street intersection, which had a total of 48 collisions of the analysis period (an average of 12.6 collisions per year). The largest number of these collisions (23) involved left-turning vehicles and all of the left-turn collisions involved westbound left turning vehicles and eastbound through vehicles. When considered with the volume of traffic passing through the intersection, it had a collision rate of about 0.95 collisions per million entering vehicles (MEV). Intersections with rates higher than 1.0 per MEV are considered relatively high and may benefit from further review of safety conditions. During the study time period, all other signalized intersections averaged fewer than six collisions per year and the unsignalized study-area intersections averaged fewer than two collisions per year.

During the three year period, two collisions involved fatalities. One fatality occurred at the 7<sup>th</sup> Avenue/ Cherry Street intersection and involved a vehicle hitting a pedestrian in a crosswalk. The second fatality occurred at the 12<sup>th</sup> Avenue/E Alder Street intersection and involved a northbound left turning vehicle striking a southbound cyclist. Both fatal collisions occurred in 2010.

Table 3. Intersection Collision Summary

Signalized Intersections			Number of Collisions by Type							3.8 Year Total	Average/Year	
			Head On	Rear End	Side-Swipe	Right Turn	Left Turn	Right Angle	Peds/Cycle			Other <sup>a</sup>
Int. #	North-South Street	East-West Street										
1	12 <sup>th</sup> Avenue	E Cherry Street	0	2	2	1	1	4	1	3	14	3.7
2	Broadway	E James Way	1	1	0	1	2	1	2	1	9	2.4
3	12 <sup>th</sup> Avenue	E Yesler Way	0	1	2	0	1	12	2	1	19	5.0
4	12 <sup>th</sup> Avenue	Boren Avenue S	0	1	1	0	0	4	2	2	10	2.6
5	14 <sup>th</sup> Avenue	S Jackson Street	0	3	6	1	3	3	3	0	19	5.0
6	Rainier Avenue	S Dearborn Street	0	1	8	0	3	0	2	2	16	4.2
7	7 <sup>th</sup> Avenue	Cherry Street	0	1	0	0	0	2	1	0	4	1.1
8	7 <sup>th</sup> Avenue	James Street	0	5	2	0	0	4	2	5	20	5.3
9	9 <sup>th</sup> Avenue	James Street	0	2	5	1	4	1	0	2	15	3.9
10	Boren Avenue	James Street	0	0	1	0	1	4	0	2	8	2.1
11	6 <sup>th</sup> Avenue S	James Street	0	3	4	2	23	8	3	5	48	12.6
Unsignalized Intersections												
12	12 <sup>th</sup> Avenue	E Remington Ct	0	1	0	0	0	0	0	1	2	0.1
13	12 <sup>th</sup> Avenue	E Alder Street	0	0	0	0	0	0	2	2	4	1.1
14	12 <sup>th</sup> Avenue	E Spruce St	0	0	0	0	0	2	0	1	3	0.8
15	14 <sup>th</sup> Avenue	E Remington Ct	0	0	0	0	0	0	0	0	0	0.0
16	14 <sup>th</sup> Avenue	E Alder Street	0	0	0	0	0	0	0	0	0	0.0
17	14 <sup>th</sup> Avenue	E Spruce St	0	0	0	0	0	3	0	0	3	0.8

Source: City of Seattle Department of Transportation, Collision data for the period 01/01/2010 through 10/31/2013.

a. Other collisions included vehicle hitting an object, improper movement, or no collision diagram available.

Collision data were also reviewed for the roadway segments adjacent to the project site. These included E Remington Court between 12<sup>th</sup> and 14<sup>th</sup> Avenues, E Spruce Street between 12<sup>th</sup> and 14<sup>th</sup> Avenues, 12<sup>th</sup> Avenue between E Remington and E Spruce Streets, and 14<sup>th</sup> Avenue between E Remington and E Spruce Streets. Each of these roadway segments averaged fewer than three collisions per year. The types of collisions on these roadway segments included vehicles hitting parked vehicles, rear-end collisions, and collisions involving improper movements. The highest number of collisions occurred along 12<sup>th</sup> Avenue, which had a total of 9 collisions over the 3.8 year analysis period (an average of 2.4 per year).

## 2.5. Transit

King County Metro provides transit service to the site vicinity. Within ¼ mile, there are stops that are served by 13 different routes. The closest existing stops are located about one block (or 300 feet) to the north on E Jefferson Street at 12<sup>th</sup> Avenue. One stop is located on the north side of E Jefferson Street and serves westbound buses; the other is on the south side of E Jefferson Street east of 12<sup>th</sup> Avenue and serves eastbound buses. These stops are served by Routes 3, 4, 64, 193, 211, and 303. There are also stops, served by Route 27, located south of the site (about two blocks or 800 feet) on both sides of E Yesler Way between 12<sup>th</sup> and 14<sup>th</sup> Avenues. About 2.5 blocks or 1,000 feet southwest of the site, there are stops on Boren Avenue just north of E Yesler Way that serve Routes 9, 43, 49, 205, 265, and 309. Detailed information about the hours of service and headways (the time between consecutive bus arrivals) is summarized in Table 4. Overall, these routes combine to provide over 750 bus trips each weekday. Routes in the site vicinity are on E Jefferson Street, Yesler Way, and Boren Avenue. Several of the bus routes near the site provide all day and late night service, as well as frequent peak period service. Headways during the AM and PM peak periods range from 6 to 20 minutes, mid-day service headways range from 6 to 30 minutes, and evening service headways range from 15 to 30 minutes.

Table 4. Existing Transit Service near Children & Family Justice Center Site

Route	Service Area	Stops Near Site	Service Hours	Headways (time between buses) <sup>1</sup>	# Buses/Weekday <sup>4</sup>
3,4	North Queen Anne, Downtown, Madrona, Judkins Park	E Jefferson St / 12 <sup>th</sup> Avenue	5:00 to 1:00 A.M.	6 to 8-minute morning peak 6 to 10-minute mid-day 7 to 8-minute afternoon peak	243
193	First Hill to the Federal Way Park-and-Ride	E Jefferson St / 12 <sup>th</sup> Avenue	5:30 to 9:00 A.M. (to Seattle) 3:40 to 8:00 P.M. (from Seattle)	20 to 30 minute peak periods	14
27	Colman Park to Downtown via E Yesler Way	Yesler Way / 12 <sup>th</sup> & 14 <sup>th</sup> Aves	5:30 A.M. to 10:30 P.M.	25-minute peak periods 30-minute mid-day	60
9	Capitol Hill to Rainier Beach via Boren Ave S	Boren Avenue / Yesler Way	6:00 A.M. to 7:30 P.M.	10-minute morning peak 30-minute mid-day and afternoon peak	58
43	Downtown Seattle to the University District	Boren Avenue / Yesler Way	5:00 to 1:30 A.M.	13 to 15-minute morning peak 30-minute mid-day 10-minute afternoon peak	145
49	Broadway, First Hill, Downtown Seattle, and the University District	Boren Avenue / Yesler Way	5:00 to 3:30 A.M.	15-minute morning peak and mid-day 5- to 15-minute afternoon peak	148
205	Mercer Island to University District with limited stops	Boren Avenue / Yesler Way	6:40 to 9:30 A.M. (to Seattle) 1:30 to 6:30 P.M. (from Seattle)	3 buses during morning peak 4 buses during afternoon peak	7
265	Downtown Seattle, First Hill, and Overlake	Boren Avenue / Yesler Way	5:45 to 9:30 A.M. (to Seattle) 3:00 to 7:30 P.M. (from Seattle)	9 buses during morning peak 9 buses during afternoon peak	18
309	First Hill, Kenmore Park-and-Ride, Lake Forest Park, and Lake City	Boren Avenue / Yesler Way	6:15 to 9:15 A.M. (to Seattle) 4:00 to 6:30 P.M. (from Seattle)	5 buses during morning peak 4 buses during afternoon peak	9
64	University District, Lake City, Downtown Seattle, First Hill	Jefferson St / 12 <sup>th</sup> Avenue	5:45 to 8:40 A.M. (to Seattle) 3:40 to 6:45 P.M. (from Seattle)	7 buses during morning peak 7 buses during afternoon peak	14
211	Eastgate Park-and-Ride, Issaquah Highlands, First Hill	Jefferson St / 12 <sup>th</sup> Avenue	5:40 to 9:30 A.M. (to Seattle) 2:40 to 6:30 P.M. (from Seattle)	7 buses during morning peak 7 buses during afternoon peak	14
303	Shoreline, Aurora Village, Northgate, Downtown, First Hill	Jefferson St / 12 <sup>th</sup> Avenue	5:40 to 9:00 A.M. (to Seattle) 3:25 to 8:10 P.M. (from Seattle)	11 buses during morning peak 11 buses during afternoon peak	22

Source: King County Metro Transit Website, November 2013.

1. AM peak period headways reflect 7:00 to 9:00 A.M.; mid-day headways reflect 11:00 A.M. to 1:00 P.M.; afternoon peak headways reflect 4:00 to 6:00 P.M.
2. Total number of buses in both directions.

The adopted *City of Seattle Department of Transportation Transit Master Plan*<sup>14</sup> recommends strategies, projects, and policies intended to enhance transit access. The plan includes six major initiatives as near-term priorities that could affect transit near the project site. These include:

- 1) Continue implementation of priority bus corridors,
- 2) Develop Center City Transit to support Downtown growth and vitality (including connecting the First Hill and South Lake Union streetcar lines),
- 3) Plan, fund, and build priority high capacity transit projects,
- 4) Enhance walk-bike-ride access where needs are greatest,
- 5) Improve transit information and system usability, and
- 6) Pursue funding to enhance transit service and facilities.

The Transit Master Plan includes an element that will identify and prioritize corridors for transit investment. The first stage of this process is complete and the 12<sup>th</sup> Avenue corridor near the project site has been identified as one of 15 corridors selected for further study.

There is one major transportation infrastructure project currently under construction in the vicinity: the First Hill Streetcar. This project, which is funded through Sound Transit's ST2 bond measure, is being constructed by SDOT. Near the Children and Family Justice Center site, the streetcar will operate along Yesler Way between 14<sup>th</sup> Avenue and Broadway (about two blocks south of the site), and along Broadway north of Yesler Way (about three blocks west of the site). Stations will be located on Yesler Way just east of Broadway and on Broadway at E Terrace Street.

Figure 8. First Hill Streetcar Route



Source: Seattle Streetcar website (<http://www.seattlestreetcar.org/>)

<sup>14</sup> *Transit Master Plan*, Seattle Department of Transportation, April 2012.

Sound Transit's University Link line will open in 2016 and could change how King County Metro buses serve the area. The First Hill Streetcar could also cause a change in service structure. King County Metro's process for restructuring service typically starts a year in advance of proposed changes. There would be extensive public outreach and a King County Council approval process for any service changes.

King County Metro Transit staff has noted that when Route 40 was established in September of 2012, it was originally intended to terminate in the First Hill neighborhood. However, because a terminus could not be identified in the area it now terminates at the transit base and does not serve the First Hill area. The County still desires a First Hill location to terminate the route and has stated that the area near or adjacent to the existing Youth Services Center and proposed Children and Family Justice Center could provide an opportunity. It is believed that bus layover space of about 120 feet (room for about two buses) could be needed and the site's 12<sup>th</sup> Avenue frontage has been discussed as a possible location for that layover. If Route 40 is changed to terminate at or near the site, this change would bring new all-day service between the site vicinity and Downtown, Fremont, Ballard, Loyal Heights, and Northgate with 15-minute peak period headways. Due to the current funding shortfalls that may lead to transit cuts, it is unclear what service changes may be made. A change in the Route 40 service would be subject to funding availability and public approval.

## 2.6. Non-Motorized Facilities

Sidewalks exist along all streets in the site vicinity. There are many bicycle facilities in the site vicinity, including separate trails, bicycle lanes, and lanes that are marked with "sharrows," indicating that motorists should share the lane with bicyclists. A "sharrow" is a shared-lane pavement marking that is placed in the roadway lane to highlight the shared space; however, unlike a bicycle lane it does not delineate a particular part of the roadway that a bicyclist should use. Immediately adjacent to the site along 12<sup>th</sup> Avenue, there are bicycle lanes in both directions between E Yesler Way and E Union Street. The First Hill Streetcar project currently under construction includes a new cycle track on Broadway between Yesler Way and Denny Way.

The City of Seattle's draft *Bicycle Master Plan*<sup>15</sup> is currently in the public engagement phase of development. The draft plan identifies a variety of improvements ranging from extensions of existing bicycle lanes, new local neighborhood greenway connections, new City-wide neighborhood greenway connections, new cycle track improvements, and off-street facility improvements. The plan includes proposed extensions to the 12<sup>th</sup> Avenue bicycle lanes that would connect to Volunteer Park on the north and a new cycle track connection beginning at S Weller Street on the south. The plan also identifies a proposed new east-west neighborhood greenway local connection that would occur along E Alder Street between Broadway and 12<sup>th</sup> Avenue, along E Spruce Street between 12<sup>th</sup> and 14<sup>th</sup> Avenues, and along E Alder Street between 14<sup>th</sup> Avenue and the proposed 18<sup>th</sup> Avenue neighborhood greenway that would be part of the City-wide network.

## 2.7. Parking

On-street and off-street parking at and around the existing King County Youth Services Center was surveyed to determine the existing parking supply and parking demand. The following sections describe the on-street and off-street parking supply as well as the current parking demand and utilization rates.

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<sup>15</sup> City of Seattle, June 2013.

### 2.7.1. On-Street Parking Utilization

A detailed on-street parking study was performed per the methodology outlined in the City of Seattle's Client Assistance Memorandum (CAM) #117. The City requires use of this methodology to document the number and type of on-street parking spaces that are available to neighborhood residents or other users in the area. This analysis was completed to understand the existing supply and how it could relate to the estimated on-street parking demand that could be generated during the construction of the new Children and Family Justice Center.

The study area for the on-street parking utilization analysis included all roadways within an 800-foot *walking* distance from the site corners. The 800-foot walking distance results in a study area that extends north to E Cherry Street, west to just past 10<sup>th</sup> Avenue, south just past E Yesler Way, and east to 16<sup>th</sup> Avenue. Details about the parking supply and demand are provided in the following sections.

#### Existing On-Street Parking Supply

The study area was separated into individual block faces. A block face consists of one side of a street between two cross-streets. For example, the north side of E Remington Court between 12<sup>th</sup> Avenue and 13<sup>th</sup> Avenue is one block face (identified as block face 'AT'). The on-street parking utilization study area is shown on Figure 9. A detailed table with parking by block face and by type of restriction is included in Appendix B.

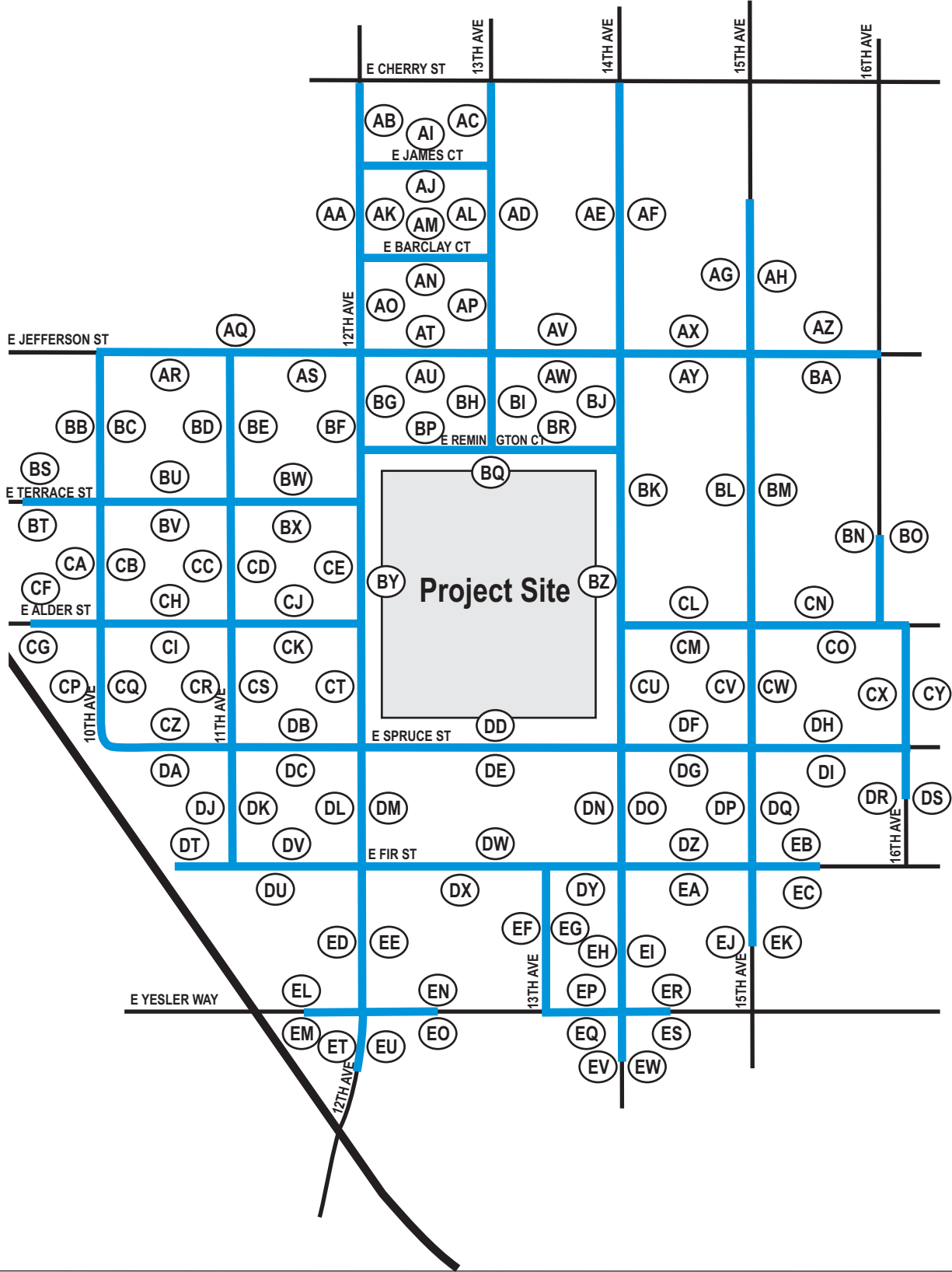
Each block face was measured and analyzed to determine the number of available on-street parking spaces. First, common street features—such as driveways, fire hydrants, and special parking zones—were noted and certain distances adjacent to the street features were noted. No on-street parking capacity was assumed within 30 feet of a signalized or marked intersection, within 20 feet of an uncontrolled intersection, within 15 feet on either side of a fire hydrant, or within 5 feet on either side of a driveway or alley. The remaining unobstructed lengths of street between street features were converted to legal on-street parking spaces using values in the City's CAM #117.

The parking supply survey determined that there are a total of 929 on-street parking spaces within the defined study area for the project site. In the study area, there are several different types of parking restrictions. The four restriction types with the majority of parking spaces are listed below:

- Unrestricted parking spaces – 334 spaces;
- 2-hour parking (typically 7 A.M. to 6 P.M. except Sundays and holidays) except with Residential Parking Zone (RPZ) permit – 289 spaces;
- 2-hour parking (typically 7 A.M. to either 6 or 10 P.M.) – 125 spaces; and
- No Parking (7 A.M. to 6 P.M.) Except with RPZ Permit – 106 spaces

Other parking restrictions within the study area include 1-hour parking, 2-hour paid parking, 3-minute passenger load zones, and 30-minute load/unload zones. Those types of restrictions affect 75 of the total spaces.





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Figure 9

On-Street Parking Utilization Study Area

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transportation, inc.

## Existing On-Street Parking Demand

Existing parking demand counts were performed within the study area in November 2013 to document the use of the on-street parking supply. Demand counts were performed during the mid-afternoon (between 1:45 and 3:00 P.M.) on two separate days—Thursday, November 7, and Wednesday, November 13, 2013. Mid-afternoon is the time when parking demand at the existing Youth Services Center were found to be highest. The count results for each day were compiled and averaged to reflect typical conditions.

The results of the parking demand surveys are summarized in Table 5. Detailed summaries of the on-street parking demand for each block face for all counts are included in Appendix B. On-street parking utilization was calculated using the methodology described in CAM #117. Parking utilization is calculated as the number of vehicles parked on street divided by the number of legal on-street parking spaces within the study area or on a specific block face. It should be noted that it is common to have utilization rates greater than 100% for individual block faces. This occurs when vehicles are parked too close to an intersection, driveway, fire hydrant or other restricted area, and when several smaller cars are parked in less-than-standard-length spaces. The study area utilization totals are also summarized in Table 5.

On-street parking for the entire study area during midday on weekdays was observed to be 55% utilized (an average of 513 vehicles parked in 929 spaces). However, it is important to recognize that most, if not all, of the unused parking spaces have some form of restriction (either time limits or RPZ permit requirements). The unrestricted spaces throughout the study area were observed to be at or above 100% utilized. These results demonstrate that longer-term (2 hours or more) on-street parking for employees and visitors associated with the existing Youth Services Center is not available midday. The results also demonstrate that the parking restrictions in the area are effectively preserving parking supply for short-term visitors (such as customers of local businesses) and for local residents with RPZ permits.

Table 5. Parking Demand Survey Results – November 2013

Time Period Surveyed	Parking Supply	Total Vehicles Parked	% Utilization
<i>Weekday Mid-Afternoon: 1:45 – 3:00 P.M.</i>			
Thursday, November 7, 2013	929	513	55%
Wednesday, November 13, 2013	929	512	55%
<i>Average Mid-Afternoon</i>	<i>929</i>	<i>513</i>	<i>55%</i>

Source: Heffron Transportation, Inc., November 2013.

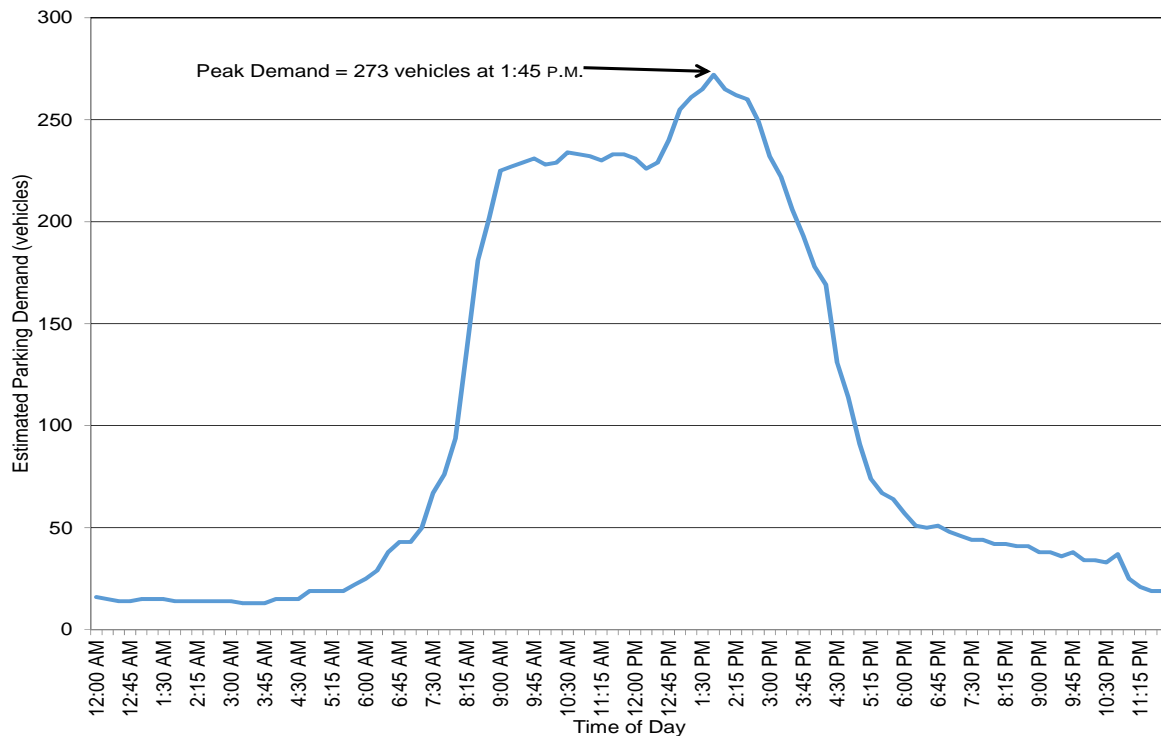
### 2.7.2. On-Site Parking Supply

The existing Youth Services Center has on-site surface parking totaling 314 spaces for employees and visitors. The surface parking areas are separated to provide a gated access for staff, and judges and open access for general public parking. An access-controlled staff parking lot with 19 spaces is accessed from the southernmost driveway on 12<sup>th</sup> Avenue that is also shared with the loading dock. Some vehicles also park in areas of the loading dock that are not striped for another purpose, and it is estimated that there is room for about 12 vehicles to park in those areas. Public parking (83 spaces including 3 motorcycle spaces), which is not access-controlled, includes stalls for visitors and police/service/transport vehicles.

This parking is accessed from the center driveway on 12<sup>th</sup> Avenue. Gate-controlled staff parking is accessed from two driveways—the north driveway on 12<sup>th</sup> Avenue serves inbound and outbound staff vehicles; the driveway on E Remington Street serves outbound staff vehicles. There are 219 spaces in this gated staff parking area and they include reserved staff stalls, a secured judges area, staff carpool stalls, and general staff parking.

Parking demand counts were performed in the on-site parking lots on two Wednesdays (October 23 and October 30, 2013). Counts were performed multiple times between 9:00 A.M. and 3:00 P.M. (nine counts October 23<sup>rd</sup> and four counts on October 30<sup>th</sup>). The count days were coordinated with King County staff and selected to ensure typical operations of the courts and detention facility on the site. Based on these counts, the highest on-site parking demand was observed between 1:45 and 2:45 on October 30<sup>th</sup> when a total of 273 vehicles were parked on site. During these peak times, the general visitor spaces were at or above capacity and the general staff parking spaces were 88% full. In addition to the parking demand counts performed within the site lots, 48-hour machine counts were performed at all of the site access driveways on October 29 and 30, 2013. These 48-hour counts were compiled to estimate parking accumulation on the site and calibrated with the field observations and are shown on Figure 10.

Figure 10. Estimated On-Site Vehicle Accumulation Based on 48-Hour Driveway Counts



Source: Heffron Transportation, Inc., October 2013.

On-site parking demand counts performed in 2010<sup>16</sup> found a peak demand of 281 vehicles during mid-morning (10:00 A.M.). As described previously, the King County FMD commissioned a transportation survey that was performed at the site in March 2010.<sup>17</sup> That survey involved personal interviews of all people entering the building between 7:30 A.M. and 5:00 P.M. over five weekdays (Tuesday, February 23 to Monday March 1, 2010). The effort resulted in over 2,800 completed surveys and provided information about the total numbers of entries, exits, and the estimated net occupancy of the building every 15-minutes. The surveys also included questions about mode of travel used by respondents to

<sup>16</sup> Youth Services Center Courthouse Replacement Transportation Assessment, TENW, May 13, 2010.

<sup>17</sup> The Gilmore Research Group, March 3, 2010.

arrive at the site and location of parking (if they drove). These surveys found about 15% arrived by transit; 15% arrived in carpools; 61% drove alone and parked (54% on site, 7% off site); 4% were driven (e.g. by taxi, friend, or relative); and the remainder used other modes such as they walked or biked (5%). Based on these surveys and considering the daily and peak hour trip generation as well as the availability of off-site parking, the site-generated parking demand is estimated to be about 7% higher than the on-site counts observed. Based on the data from 2010 and more recent counts, the existing facility is estimated to generate a peak parking demand of 300 vehicles. Based on the on-site parking demand counts, staff generated demand was 205 vehicles (about 0.67 vehicles per day-shift FTE employee); visitors generated the remaining 95 vehicles (about 0.27 vehicles per AM court participant/spectator).

## 3. IMPACTS

This chapter describes the conditions that would exist with the fully developed Children and Family Justice Center project (Phases 1 and 2) in the year 2033. It includes trip generation estimates and assesses how increased vehicular traffic would affect the transportation system. All impact analyses were performed for year 2033 conditions.

### 3.1. Roadway System

The proposed project does not include changes to the surrounding roadways; however, the project would consolidate vehicular site access to the site. A vehicular driveway (for public access to the parking garage) is proposed on 12<sup>th</sup> Avenue opposite E Alder Street; vehicular access to the loading dock and sally ports would occur on E Spruce Street about 200 feet east of 12<sup>th</sup> Avenue. Vehicular access for staff and judges would occur from a driveway either on 14<sup>th</sup> Avenue opposite E Alder Street or from the same location as the loading dock and sally ports on E Spruce Street. The project would reduce the number of site access points on 12<sup>th</sup> Avenue from three to one; the access points on E Spruce Street and possibly 14<sup>th</sup> Avenue would be new.

### 3.2. Traffic Volumes

#### 3.2.1. Future Site Traffic

Development of King County's Children and Family Justice Center at the Youth Services Center site would replace the existing facilities and functions with the same functions in new facilities. Trip generation for new development projects is typically determined using national studies of similar types of facilities published by the Institute of Transportation Engineers (ITE). There is not a trip rate for a family justice center in ITE's *Trip Generation Manual*.<sup>18</sup> ITE recommends in its *Trip Generation Handbook*,<sup>19</sup> "If the description of a site is not covered by the land use classifications presented in *Trip Generation*, the analysis should collect local data and establish a local rate." Therefore, as presented previously, site-specific information was collected from the existing Youth Services Center to develop trip generation estimates for the project.

King County FMD provided staffing models for the Children and Family Justice Center project that forecast the expected number of employees for both Phases 1 and 2. The courtroom participant and spectator estimates provided by the County and described previously were increased proportionately for each phase based on the number of courtrooms proposed to be added. For example, Phase 1 would add three courtrooms (compared to 7 today); therefore, the average morning, afternoon, and all-day participant and spectator estimated were increased by about 43%. Similarly for Phase 2, the participant and spectator estimates were increased by nearly 143% to reflect an additional 7 courtrooms added to that phase. The trip generation rates presented previously were then applied to the forecast employment and participant/spectator projections for Phases 1 and 2 to estimate future daily, AM peak hour, and PM peak hour trip generation. The results are shown in Table 6. The net change in site trips compared to existing conditions is also presented.

As shown below, Phase 1 would result in relatively small net increases in daily and peak hour trips related to the small increase in site employment expected (7 additional day-shift FTE employees) and the three additional courtrooms. Phase 1 is not expected to generate more than 15 trips at intersections beyond the site access points. Therefore, the off-site analyses are focused on the fully-completed

<sup>18</sup> ITE, 9<sup>th</sup> Edition, 2012.

<sup>19</sup> Institute of Transportation Engineers, 2<sup>nd</sup> Edition, June 2004.

project with Phase 2. The Phase 2 additions would generate a larger net increase in site traffic since the number of employees added to the site would be larger (an increase of 126 compared to current conditions) and because the number of courtrooms would be larger (ten additional courtrooms compared to current conditions).

It is important to note that these estimates were developed using rates derived from counts that reflect the existing mode-of-travel for employees and visitors. They do not account for any increased use of transit, carpool, or non-automobile modes and do not reflect any enhanced transportation management efforts at the site. Therefore, they likely represent a conservative worst-case for analysis of potential traffic impacts on the surrounding roadway network. It is very likely that the City of Seattle will require the County to implement a Transportation Management Plan (TMP) as a condition of approval of the Master Use Permit (MUP) for Phase 2. The TMP is likely to establish a goal to reduce single-occupant vehicle traffic by affected employees. Based on preliminary discussions with the City of Seattle's DPD transportation review staff, a goal in the range of 60% could be established considering the experience and effectiveness of other institutions in the site vicinity. The types of measures that could be included in the TMP are described later in the *Mitigation* section of this report.

Table 6. Children and Family Justice Center Trip Generation Estimates

Alternative	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Children & Family Justice Ctr – Phase 1	1,620	171	18	189	22	127	149
Existing Youth Services Center	1,370	139	13	152	16	113	129
<b>Net Change with Phase 1</b>	<b>250</b>	<b>32</b>	<b>5</b>	<b>37</b>	<b>6</b>	<b>14</b>	<b>20</b>
Children & Family Justice Ctr – Phases 1 & 2	2,510	269	28	297	37	189	226
Existing Youth Services Center	1,370	139	13	152	16	113	129
<b>Net Change with Phases 1 &amp; 2</b>	<b>1,140</b>	<b>130</b>	<b>15</b>	<b>145</b>	<b>21</b>	<b>76</b>	<b>97</b>

Source: Heffron Transportation, Inc., November 2013.

### 3.2.2. Project Traffic Distribution & Assignment

Project traffic distribution patterns were developed using a combination of existing and forecast traffic patterns near the site (including traffic patterns at the site driveways) and employee zip code data included with the 2013 CTR Employer Survey described previously. The data and travel patterns were compiled to determine anticipated inbound and outbound routes during the peak hours. The resulting trip distribution patterns are shown on Figures 11 and 12, respectively. The net increases in AM and PM peak hour trips resulting from Phases 1 and 2 of the proposed Children and Family Justice Center were assigned to the roadway network using these distribution patterns. The assignments, assuming site access Option 1 (staff driveway on 14<sup>th</sup> Avenue opposite E Alder Street) for AM and PM peak hours are also shown in Figures 11 and 12, respectively. The project trip assignments were added to the forecast 2033 without-project traffic volumes to represent 2033 conditions with the project. The 2033 with-project traffic volumes are shown on Figures 13 and 14, respectively.

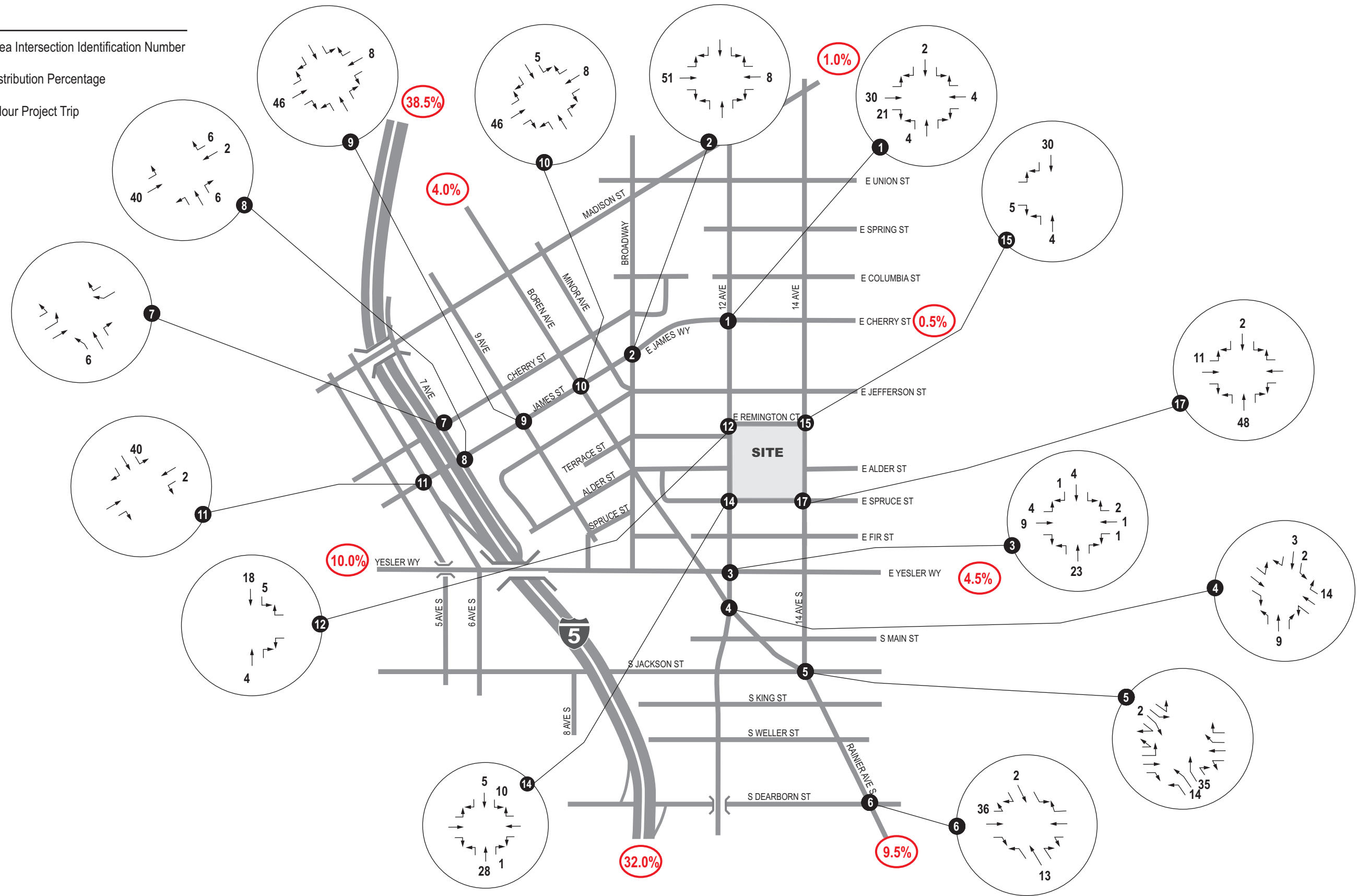


**LEGEND**

XX = Study-Area Intersection Identification Number

X.X% = Trip Distribution Percentage

← X = Peak Hour Project Trip



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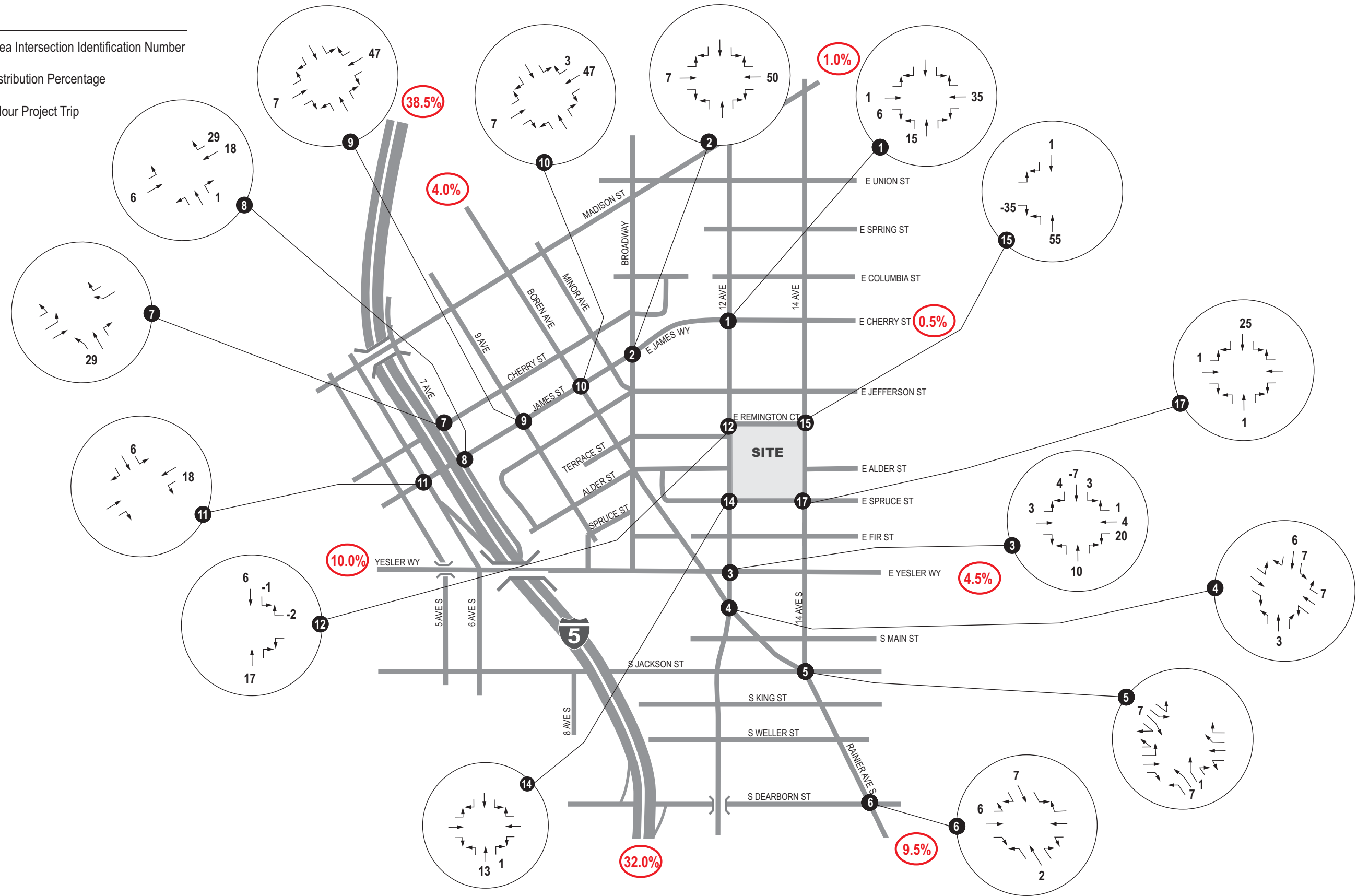
Figure 11  
Net Trip Distribution & Assignment  
AM Peak Hour

**LEGEND**

XX = Study-Area Intersection Identification Number

X.X% = Trip Distribution Percentage

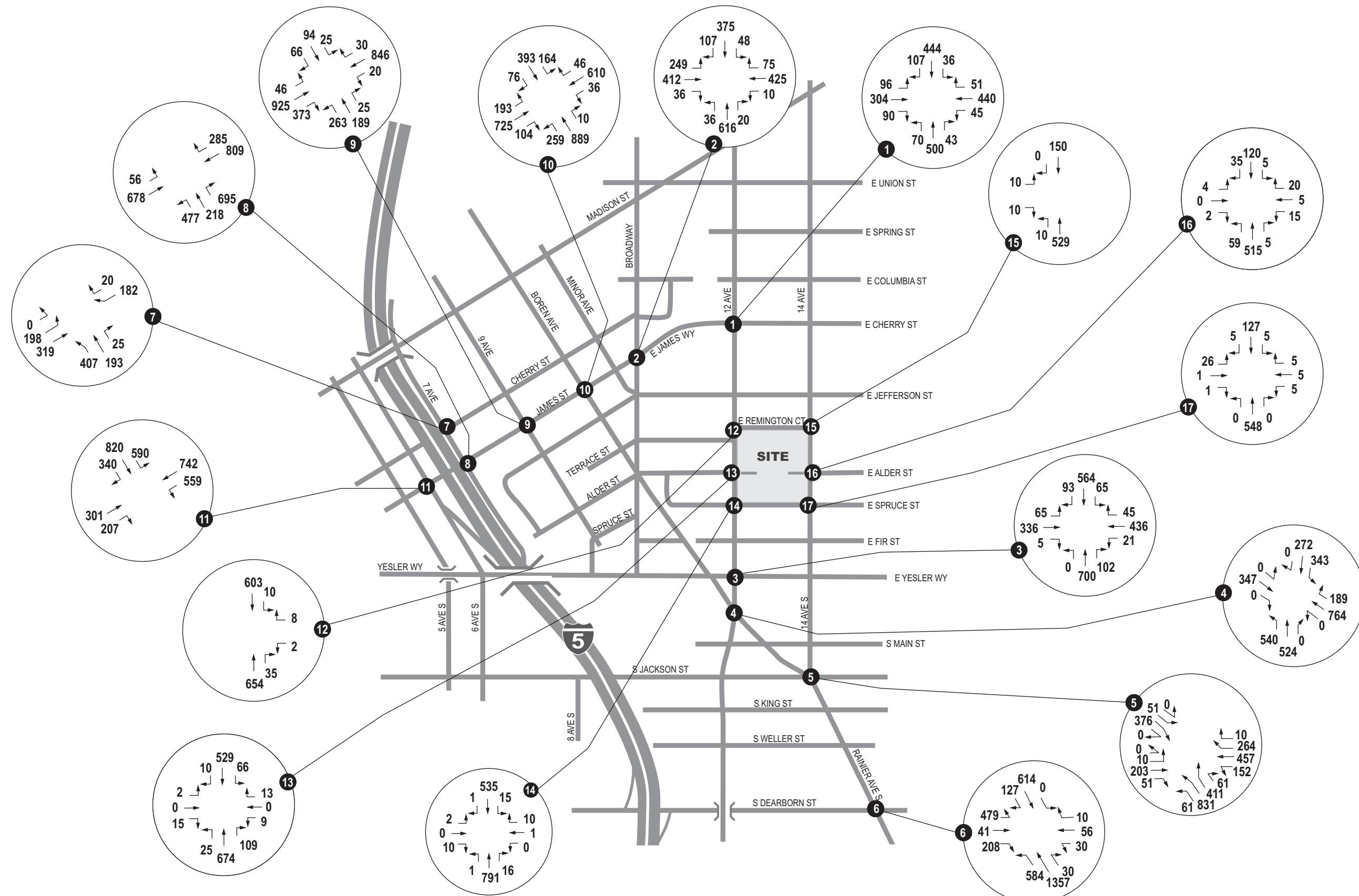
← X = Peak Hour Project Trip



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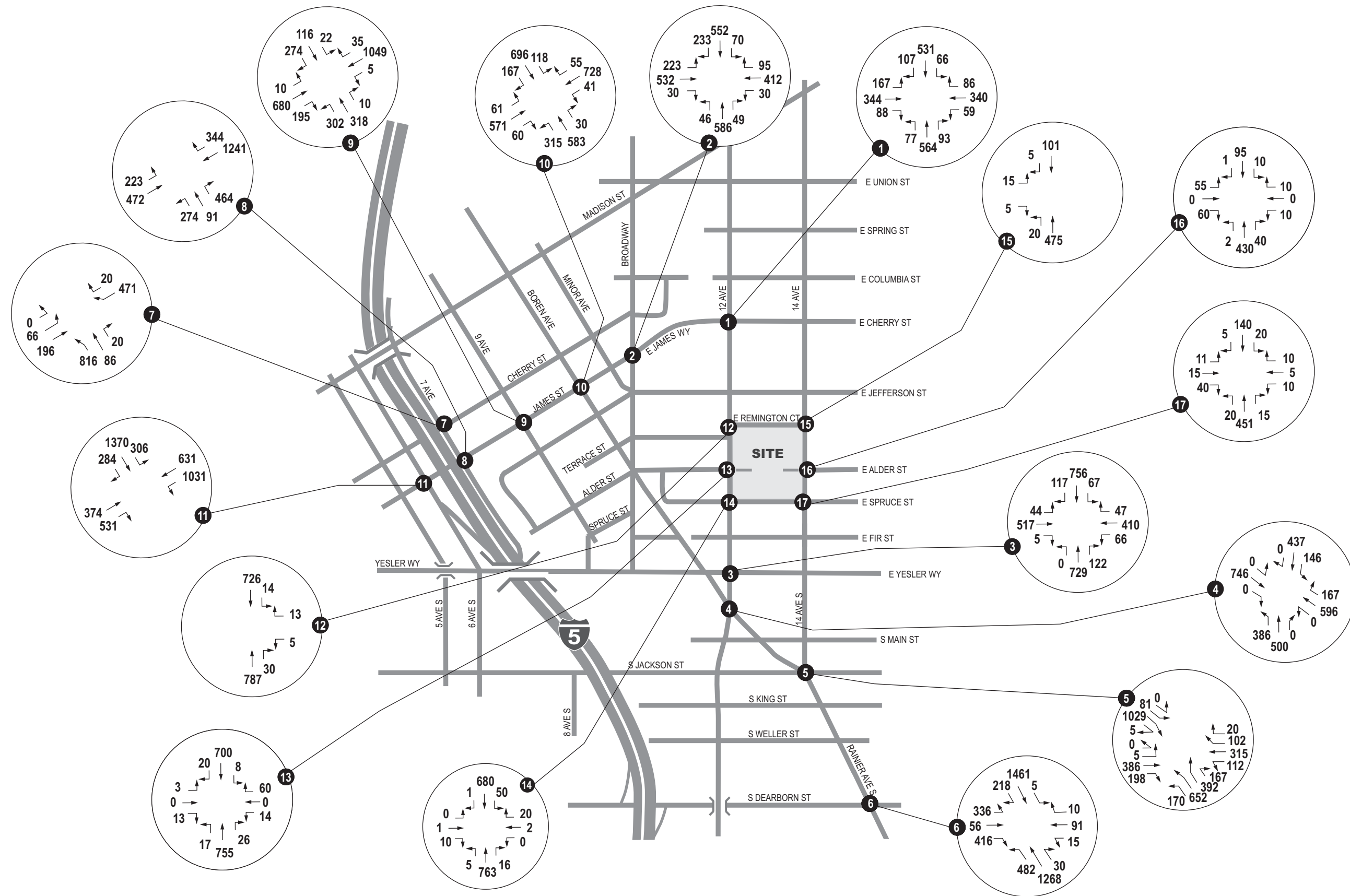
Figure 12  
Net Trip Distribution & Assignment  
PM Peak Hour



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Figure 13  
Forecast 2033 With-Project Traffic Volumes  
AM Peak Hour



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Figure 14  
Forecast 2033 With-Project Traffic Volumes  
PM Peak Hour

### 3.3. Level of Service

The with-project traffic volumes (assuming Access Option 1 with public access from 12<sup>th</sup> Avenue and employee access from 14<sup>th</sup> Avenue) were entered into the *Synchro 8.0* traffic operations models to determine the year 2033 study-area intersection levels of service. Table 7 summarizes the AM and PM peak hour with-project level of service results; the without-project levels of service are provided for comparison. As shown, three of the study-area intersections to which the Children and Family Justice Center project would add trips would already operate at LOS F in the year 2033 without the project. The additional project traffic would add some delay at these locations. The intersections that would operate at LOS F without or with the project include the Broadway/James Street, 7<sup>th</sup> Avenue/Cherry Street, and 6<sup>th</sup> Avenue/James Street intersections.

The City of Seattle does not have adopted intersection level of service standards; however, project-related intersection delay that causes an intersection to operate at LOS E or F, or increases delay by five seconds or more at an intersection that is projected to operate at LOS E or F without the project, may be considered a significant adverse impact. As shown, the King County Children and Family Justice Center would not increase delay by five seconds or more at any of the LOS E or F study-area intersections during the PM peak hour. However, AM peak hour traffic generated by the project is forecast to increase delay at two LOS E intersections (Broadway/James Street by 5.7 seconds and 12<sup>th</sup> Avenue/E Yelser Way by 6.3 seconds). The delay impact to the 12<sup>th</sup> Avenue/E Yesler Way intersection could be mitigated with signal timing optimization and revisions to intersection off-sets used for corridor coordination. However, mitigation is not likely possible for the Broadway / James Street intersection because of changes to signal operations and lane configuration that are required to accommodate the First Hill Streetcar.



Table 7. Level of Service Summary – Year 2033<sup>a</sup> With Project – Access Option 1 (14<sup>th</sup> Avenue)

Int. #	Intersection Name	AM Peak Hour				PM Peak Hour			
		2033 w/o Project		2033 w/ Project		2033 w/o Project		2033 w/ Project	
		LOS <sup>b</sup>	Delay <sup>c</sup>	LOS	Delay	LOS	Delay	LOS	Delay
<b>SIGNALIZED INTERSECTIONS</b>									
1	12 <sup>th</sup> Avenue / E Cherry Street	D	50.0	D	50.0	E	64.6	E	66.4
2	Broadway / E James Street	E	64.0	E	69.7	F	86.3	F	89.6
3	12 <sup>th</sup> Avenue / E Yesler Way	E	57.7	E	64.0	E	57.7	E	58.8
4	12 <sup>th</sup> Avenue S / Boren Avenue S	E	70.4	E	71.1	E	56.6	E	56.5
5	14 <sup>th</sup> /Rainier Aves S/S Jackson St	D	49.7	D	54.2	C	34.4	C	34.5
6	Rainier Ave S / S Dearborn St	E	65.1	E	66.8	E	69.7	E	70.5
7	7 <sup>th</sup> Avenue / Cherry Street	B	17.9	B	17.9	F	83.0	F	86.1
8	7 <sup>th</sup> Avenue / James Street	D	47.5	D	48.2	D	41.7	D	50.6
9	9 <sup>th</sup> Avenue / James Street	D	39.3	D	41.2	D	48.5	D	48.6
10	Boren Avenue / James Street	E	59.6	E	60.2	D	47.2	D	49.7
11	6 <sup>th</sup> Avenue / James Street	C	29.9	C	32.2	F	89.9	F	91.5
<b>UNSIGNALIZED INTERSECTIONS<sup>d</sup></b>									
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
12	12 <sup>th</sup> Avenue / E Remington Ct	B	14.2	B	14.3	C	16.6	C	16.8
13	12 <sup>th</sup> Avenue / E Alder Street	B	13.1	C	17.9	C	16.0	C	21.3
14	12 <sup>th</sup> Avenue / E Spruce St	C	15.9	C	16.4	C	18.6	C	18.9
15	14 <sup>th</sup> Avenue / E Remington Ct	B	13.5	B	13.0	B	11.0	B	13.3
16	14 <sup>th</sup> Avenue / E Alder Street	B	14.0	C	17.1	B	13.1	B	14.2
17	14 <sup>th</sup> Avenue / E Spruce St	C	17.2	C	19.4	C	17.0	C	17.6

a. Future conditions reflect completion of the First Hill Streetcar plus regional growth including the Yesler Terrace development.

b. Level of service.

c. Average seconds of delay per vehicle.

d. Delay reported for worst movement at the intersection, which is generally the left turn from a stop sign.

Highlighted cells indicate LOS F intersections.

The project traffic assignments were modified to evaluate local traffic operations with the alternate site access option. Site Access Option 2 would have the same public access from 12<sup>th</sup> Avenue, but staff would enter and exit the parking garage from a driveway on E Spruce Street (the same driveway as the loading dock and sally ports on E Spruce Street) instead of on 14<sup>th</sup> Avenue opposite E Alder Street. The with-project forecasts were modified and the study area levels of service were re-evaluated. As shown in Table 8 with Access Option 2, the levels of service and delays at most of the study area intersections would be the same as reported previously. However, locating access on E Spruce Street instead of 14<sup>th</sup> Avenue is expected to result in more staff trips using 12<sup>th</sup> Avenue instead of 14<sup>th</sup> Avenue. During the AM peak hour, this would increase delay at the 12<sup>th</sup> Avenue/Yesler Way intersection; during the PM peak hour, this would increase delay at the 12<sup>th</sup> Avenue/Cherry Street intersection. In both cases, the project-related increases in delay would be greater than five seconds. However, the increases in delay at both locations could be mitigated with signal timing optimization and revisions to intersection off-sets used for corridor coordination. Closer to the site, Access Option 2 would also result in higher delays at the unsignalized approaches to 12<sup>th</sup> Avenue at E Remington Court, E Alder Street, and E Spruce Street; however, those approaches are still projected to operate at LOS D or better..



Table 8. Level of Service Summary – Year 2033<sup>a</sup> With Project – Access Option 2 (Spruce St)

Int. #	Intersection Name	AM Peak Hour				PM Peak Hour			
		2033 w/o Project		2033 w/ Project		2033 w/o Project		2033 w/ Project	
		LOS <sup>b</sup>	Delay <sup>c</sup>	LOS	Delay	LOS	Delay	LOS	Delay
<b>SIGNALIZED INTERSECTIONS</b>									
1	12 <sup>th</sup> Avenue / E Cherry Street	D	50.0	D	49.9	E	64.6	E	72.0
2	Broadway / E James Street	E	64.0	E	69.7	F	86.3	F	88.7
3	12 <sup>th</sup> Avenue / E Yesler Way	E	57.7	E	71.5	E	57.7	E	59.3
4	12 <sup>th</sup> Avenue S / Boren Avenue S	E	70.4	E	71.1	E	56.6	E	56.5
5	14 <sup>th</sup> /Rainier Ave S/S Jackson St	D	49.7	D	54.2	C	34.4	C	34.5
6	Rainier Ave S / S Dearborn St	E	65.1	E	66.8	E	69.7	E	70.5
7	7 <sup>th</sup> Avenue / Cherry Street	B	17.9	B	17.9	F	83.0	F	86.1
8	7 <sup>th</sup> Avenue / James Street	D	47.5	D	48.2	D	41.7	D	50.5
9	9 <sup>th</sup> Avenue / James Street	D	39.3	D	41.2	D	48.5	D	48.6
10	Boren Avenue / James Street	E	59.6	E	60.2	D	47.2	D	49.7
11	6 <sup>th</sup> Avenue / James Street	C	29.9	C	32.2	F	89.9	F	91.4
<b>UNSIGNALIZED INTERSECTIONS<sup>d</sup></b>									
12	12 <sup>th</sup> Avenue / E Remington Ct	B	14.2	B	14.3	C	16.6	C	17.6
13	12 <sup>th</sup> Avenue / E Alder Street	B	13.1	C	18.1	C	16.0	C	22.9
14	12 <sup>th</sup> Avenue / E Spruce St	C	15.9	C	16.8	C	18.6	D	30.0
15	14 <sup>th</sup> Avenue / E Remington Ct	B	13.5	B	13.6	B	11.0	B	12.8
16	14 <sup>th</sup> Avenue / E Alder Street	B	14.0	B	14.0	B	13.1	B	12.8
17	14 <sup>th</sup> Avenue / E Spruce St	C	17.2	C	18.7	C	17.0	C	17.6

<sup>a</sup> Future conditions reflect completion of the First Hill Streetcar plus regional growth including the Yesler Terrace development.

<sup>b</sup> Level of service.

<sup>c</sup> Average seconds of delay per vehicle.

<sup>d</sup> Delay reported for worst movement at the intersection, which is generally the left turn from a stop sign.

Highlighted cells indicate LOS F intersections.

### 3.4. Site Access

As described, the proposed Children and Family Justice Center would have vehicular access driveways that serve the proposed on-site parking garage. Public access to parking would occur from a new driveway on 12<sup>th</sup> Avenue opposite E Alder Street. For staff, there are two access options being considered. Access Option 1 would have staff enter the parking garage using a driveway on 14<sup>th</sup> Avenue opposite E Alder Street. Access Option 2 would have staff enter and exit the parking garage from a driveway on E Spruce Street. The levels of service of the proposed access driveways on 12<sup>th</sup> and 14<sup>th</sup> Avenues were presented in the previous section. With Access Option 2, all movements at the staff driveway on E Spruce Street are projected to operate at LOS A during both morning and afternoon peak hours.

### 3.5. Traffic Safety

Based on statistical trends, higher traffic volumes tend to relate to a higher number of collisions. Thus, the increase in traffic associated with the King County Children and Family Justice Center project could increase the probability for collisions in the study area. However, collision data presented previously did not indicate any unusual traffic safety conditions that would be expected to affect or be exacerbated by the proposed project and the project traffic would represent between 0.3% and 2.7% of total entering traffic at the off-site study area intersections.

One of the off-site study area intersections—6<sup>th</sup> Avenue/James Street—had the highest number of collisions in the study area. It has experienced an average of 12.6 collisions per year over the past three years and has a collision rate of about 0.95 collisions per million entering vehicles. The project would increase traffic volumes through the 6<sup>th</sup> Avenue/James Street intersection and could contribute proportionally to future collision experience. However, project traffic entering this intersection would represent 1.2% of total entering traffic during the AM peak hour and 0.5% of the total entering traffic during the PM peak hour. None of the other study-area intersection or roadway segments we found to have unusual traffic safety conditions; therefore, project traffic is not expected to result in significant adverse impacts to safety.

### 3.6. Transit

Based on the current mode-of-travel percentages at the Youth Services Center, roughly 14% of employees use transit. Similarly, the transportation survey performed in 2010 found that about 14% of all persons entering the facility used transit to arrive at the site. With full build-out of Phase 2, it is estimated that about 62 employees and 275 of the average daily court participants and spectators could use transit each day. Most of the employee trips would be expected to occur during the peak hours, about 70% of the court participant and spectator trips are likely to occur during the peak hours. Overall, it is estimated that the site would generate about 250 transit trips during the peak hours based on existing mode-of-travel patterns. This reflects a net increase of about 125 peak hour transit trips compared to existing conditions.

As described previously, Metro currently operates 13 transit routes with stops that are within ¼ mile of the site. These routes combine to provide over 750 bus trips each weekday. In addition, the First Hill Streetcar currently under construction would operate with stations will be located on Yesler Way just east of Broadway and on Broadway at E Terrace Street (about 1,000 feet west of the site). Finally, Metro could modify Route 40 to have it terminate in the First Hill area, possibly near or adjacent to the Children and Family Justice Center site. If so, this would bring new all-day service between the site vicinity and Downtown, Fremont, Ballard, Loyal Heights, and Northgate with 15-minute peak period headways. The County project managers for the Children and Family Justice Center are in discussions with King County Metro Transit staff to incorporate bus facilities into the site's design to accommodate the Route 40 modification.

Although it is not possible to predict transit levels of service for the year 2033, the extensive amount of transit that serves the neighborhood would accommodate the expected increase in transit demand. No adverse transit impacts are expected.

### 3.7. Non-Motorized Facilities

The proposed project would likely generate some pedestrian bicycle trips in the site vicinity—particularly those generated by transit riders moving between stops and the site. As described in the previous section, an estimated 125 net new peak hour transit riders could walk between the site and local transit stops. Based on the mode-of-travel data presented in the *2013 CTR Employer Survey Report*, no employees typically walk to and from the site; less than 1% bicycle. The additional non-motorized trips are not expected to adversely impact the non-motorized transportation network. The removal of two site access driveways on the east side of 12<sup>th</sup> Avenue and the new pedestrian corridor that is planned through the site along the E Alder Street alignment would enhance the non-motorized environment of the site.

### 3.8. Parking Demand and Supply

Parking demand for the proposed Children and Family Justice Center was estimated using two separate methodologies. The first methodology applies the parking demand rates described previously (see Section 2.7.2) together with estimates of employment and courtroom visitors. With Phase 1, the number of day-shift FTE employees is expected to increase from 315 to 322; the three additional court rooms would increase the average number of morning court participants and spectators from 348 to 497. These increases would result in a combined peak parking demand of 352 vehicles (216 employees and 136 visitors). With Phase 2, the number of employees would increase to 441 and the average number of morning court participants and spectators is estimated at 845. The parking demand rates previously derived (0.67 vehicles per day-shift FTE employee and 0.27 vehicles per AM court participant/spectator) were applied, and result in a combined peak parking demand of 527 vehicles (296 employees and 231 visitors).

The second methodology utilizes the parking demand model developed by TENW<sup>20</sup> in 2010 for the County's previous site planning effort, which relied on the extensive five-day entry and exit survey performed beginning in February 2010.<sup>21</sup> The parking model derived building occupancy estimates and generated parking demand calibrated to the field counts performed at the site on the same days. The models were then used to generate peak parking demand estimates for Phases 1 and 2 of the project as it was defined in 2010. Those models were updated for this report to reflect the current Children and Family Justice Center proposal including the current staffing model and employment projections as well as updates to the court participant and spectator estimates. The updated model predicts that the Phase 1 parking demand would total 384 vehicles (236 employees and 148 visitors).<sup>22</sup> Phase 2 demand would total 524 vehicles (294 employees and 230 visitors).<sup>23</sup> As described previously for the trip generation estimates, these parking demand estimates reflect the current mode-of-travel characteristics of the Youth Services Center. Both methodologies resulted in very similar parking demand estimates.

When parking facilities reach between 85% and 90% utilization, they are considered to be at their practical capacity. This is because when utilization is at or above these levels, it can require drivers more time and circulation to locate empty stalls. Parking facilities that are designed exclusively for employees often use 90% as the practical capacity since employees are long-term parkers and parking space turnover happens infrequently. Parking facilities that are designed for retail customers or public visitors to an institution typically assume practical capacity of 85%. This helps to accommodate fluctuations in demand (such as seasonal or other peaking characteristics), addresses needs for shorter-term parking, and helps facility owners/operators to provide better service to customers. Based on the demand estimates presented above and the practical capacity factors described (90% for employees and 85% for public/visitors), the Phase 1 parking supply is recommended to be between 400 and 436 spaces (with 240 to 262 spaces for employees and 160 to 174 spaces for public/visitors). Without adjustments for changes in modes-of-travel by employees and visitors, the Phase 2 parking supply would be recommended at about 600 spaces (including 330 spaces for employees and 270 spaces for public/visitors).

The Children and Family Justice Center proposes to construct a parking garage that would include up to 440 spaces with Phase 1 and up to another 200 spaces with Phase 2 for a total of up to 640 spaces

<sup>20</sup> *Youth Services Center Courthouse Replacement Transportation Assessment*, TENW, May 13, 2010.

<sup>21</sup> The Gilmore Research Group, March 3, 2010.

<sup>22</sup> Because the entry/exit surveys on which the TENW model was based did not distinguish between employees and other site visitors, the parking demand estimates were not allocated between these two groups in the model. Therefore, the employee/visitor estimates are based on the proportions described previously using the demand rate methodology.

<sup>23</sup> Ibid.

in the completed garage. Based on these parking supply estimates, the facility could accommodate its peak parking demand. At the proposed supply level, parking demand that cannot currently be accommodated on site (estimated at about 7%) could be moved on site to lower demand pressure on surrounding on-street parking. This would likely benefit on-street parking conditions in the area.

It is noted that parking demand could decrease in the future if more employees or visitors use transit or alternatives modes of travel to reach the site. The parking demand should be re-evaluated in the future before Phase 2 is built.

### 3.9. Transportation Concurrency

The City of Seattle developed a Transportation Concurrency policy as part of its *Comprehensive Plan*.<sup>24</sup> The Transportation Concurrency was updated with the *Transportation Concurrency Project Review System, Director's Rule 5-2009* in 2009.<sup>25</sup> Transportation concurrency is a requirement of the Washington State Growth Management Act<sup>26</sup>, and is intended to ensure that adequate facilities and services, as measured by a level of service standard, are available when the impacts of development occur; or that commitments are in place to complete the facilities and services within six years of the time the need is triggered. Within the transportation concurrency policy, the City has adopted level of service standards for 30 screenlines, each of which encompasses one or more arterials in the City. Screenline analysis is a transportation-planning tool that groups key arterials of a transportation network together to measure the operating conditions of a corridor. For example, the Ship Canal functions as a screenline to measure north-south travel north of downtown Seattle.

The Director's Rule requires that up to four (4) of the City's screenlines, which would be crossed by the greatest number of project trips, are reviewed for concurrency. The City has established a level of service (LOS) standard for each screenline, which is measured by the volume-to-capacity ratio (v/c ratio). The project passes concurrency if the v/c ratio with the addition of a proposed project's traffic is lower than or equal to the LOS standard for the screenline.

Four screenlines were evaluated for the Children and Family Justice Center project: Ship Canal, University and Montlake Bridges (Screenline 5.16), South of S Jackson Street, Alaskan Way to 4<sup>th</sup> Avenue S (Screenline 10.11), South of S Jackson Street, 12<sup>th</sup> Avenue S to Lakeside Avenue S, (Screenline 10.12) and, East of CBD (Screenline 12.12). The most recent official measurements of the screenline capacities were performed in 2008. The level of service standards and the volume-to-capacity (v/c) ratios are presented in Table 9. With the Phase 2 project trips added to the 2008 City traffic counts, the v/c ratios for all screenlines are below the established LOS standards. Therefore, transportation concurrency would be met for the project with both Phase 1 and Phase 2.

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<sup>24</sup> City of Seattle, 1994.

<sup>25</sup> City of Seattle, Effective 4/13/09.

<sup>26</sup> Revised Code of Washington, Section 36.70A.070.

Table 9. Level of Service Screenlines – With Project

Screenline Number	Location	Direction	2008 Capacity	2008 Traffic Count <sup>a</sup>	Project Trips <sup>b</sup>	Total Volume across screenline	With Project v/c ratio <sup>c</sup>	LOS Standard <sup>d</sup>
5.16	Ship Canal, (University and Montlake Bridges)	NB	4,030	3,833	29	3,862	0.96	1.20
5.16	Ship Canal, (University and Montlake Bridges)	SB	4,070	3,571	8	3,579	0.88	1.20
10.11	South of S Jackson St, (Alaskan Way-4 <sup>th</sup> Ave S)	NB	12,900	7,586	4	7,590	0.59	1.00
10.11	South of S Jackson St, (Alaskan Way-4 <sup>th</sup> Ave S)	SB	12,980	8,671	13	8,684	0.67	1.00
10.12	South of S Jackson St (12 <sup>th</sup> Ave S to Lakeside Ave S)	NB	7,400	3,355	9	3,364	0.45	1.00
10.12	South of S Jackson St (12 <sup>th</sup> Ave S to Lakeside Ave S)	SB	7,400	4,366	25	4,391	0.59	1.00
12.12	East of CBD	EB	13,300	8,266	8	8,274	0.62	1.20
12.12	East of CBD	WB	11,736	6,491	26	6,517	0.56	1.20

Source: City of Seattle DCLU Director's Rule 5-2009, Approved 4/10/09. Attachment C.

a Data reflect most recent official measurement of screenline volumes and capacities from 2008.

b Based on net project trips assignment using zipcode data for Youth Services Center.

c v/c = volume-to-capacity ratio. It equals the 2008 traffic count+ project trips, divided by the 2008 capacity.

d Level of service standard, reported as a v/c ratio, which was established by the City of Seattle Ordinance #117383.

### 3.10. Construction Traffic Impacts

Construction impacts for Phase 1 would occur during demolition activities and during construction of the new courthouse and detention facility. These activities are planned to occur beginning in autumn 2015 with Phase 1 completion in late 2019.

Phase 2 construction is planned to begin in year 2031 with completion expected in 2033. The most noticeable construction-related traffic impacts are likely to occur during demolition of existing uses and major earthwork stages. The construction effort would include earthwork that would consist of excavation for foundations and the lower levels of the parking garage. It is estimated that the excavation effort would remove about 131,400 cubic yards (cy) of material from the site. Assuming an average of 20-cubic yards per truck (truck/trailer combination), the excavation could generate about 6,570 truckloads (6,570 trucks in and 6,570 trucks out). The export could occur over about four months (80 work days). This would correspond to about 82 loads (164 truck trips) per day and an average of about 20 truck trips per hour on a typical eight-hour construction work day. This volume of truck traffic would be noticeable to nearby residents, but is not expected to result in significant impacts to traffic operations in the site vicinity.

Other major impacts could occur during large concrete pours when a continuous supply of concrete would likely be trucked to the site. Other materials, such as steel, lumber, and other building supplies are expected to be trucked to the site as needed, but would not typically arrive in fleet shipments like those required for earthwork and concrete. Construction employees would also generate traffic and parking demand, but this volume would be much less than the site would generate when occupied.

Because the proposed new building would be located on the site where surface parking currently exists, the on-site parking supply would be reduced. It is estimated that about 100 of the existing 314 spaces could be retained during construction. In addition, the County has identified areas where temporary parking could be provided on site that would provide approximately 80 more spaces. Overall, the on-site parking supply is expected to be reduced by 134 spaces during the construction effort between late 2015 and 2019. Based on the review of on-street parking in the vicinity presented previously, parking utilization of unrestricted spaces is very high and on-street parking is not likely to be available to accommodate overspill parking demand generated by employees or visitors spending more than one or two hours at the site. Since the on-site parking lots are nearly full and over-flow parking to on-street spaces already occurs to some degree, the loss of on-site parking during construction could result in additional adverse impacts. Therefore, mitigation will be required to prevent adverse parking impacts during construction. The potential measures are described in the mitigation section of this report.

Prior to commencing construction on each phase, the King County and/or its prime contractor(s) would prepare a *Construction Management Plan*. This plan would include information related to truck haul routes, staging areas, and employee parking. Details that should be included in the plan are described later in the *Mitigation* section of this report.

## 4. MITIGATION

This section presents potential measures to mitigate the transportation-related impacts of the project. It also details potential Transportation Management Plan elements to reduce travel by single-occupant vehicle and that could reduce off-site traffic impacts and overall parking demand of the facility.

### 4.1. Mitigation of Construction Traffic Impacts

Prior to commencing construction of Phase 1, King County and/or its prime contractor(s) would prepare a *Construction Management Plan*. This plan would document the following:

- Truck haul routes to and from the site.
- Peak hour restrictions for construction truck traffic and how those restrictions would be communicated and enforced.
- Truck staging areas (e.g., locations where empty or full dump trucks would wait or stage prior to loading or unloading.)
- Construction employee parking areas.
- Road or lane closures that may be needed during utility construction or relocation, roadway construction, or building construction. If any arterial street is affected by a partial or full closure, the contractor should also prepare a Maintenance of Traffic Plan detailing temporary traffic control, channelization, and signage measures.



- Sidewalk and/or bus stop closures and relocations.
- Mechanism for notifying community if road or lane closures, sidewalks, and/or bus stop closures and relocations would be required.

Other elements or details may be required in the *Construction Management Plan* to satisfy street use permit requirements of the City of Seattle. King County and the contractor would incorporate other City requirements into an overall plan, if applicable.

## 4.2. Mitigation for Lost On-Site Parking During Construction

Due to the anticipated loss of on-site parking during construction, aggressive parking management measures are recommended to address the shortfall in supply for both employees and visitors. There are three potential ways to mitigate the loss of on-site parking during construction.

1. **Locate additional supply** – Lease off-street parking elsewhere and, if distant from the site, provide shuttles between the site and that off-site parking.
2. **Reduce parking demand through management measures** – Extensive parking and transportation management measures could be implemented for employees and visitors such as: shuttle services from major transit hubs (e.g., King Street and International District Stations); charging for parking on site; additional incentives for employees to use transit, vanpools, carpools, and/or non-automobile modes; or other measures.
3. **Reduce demand by temporarily relocating functions** – Some site functions and activities could be relocated to another location that has adequate parking.

## 4.3. Frontage and Off Site Intersection Improvements

The County will be required to provide frontage improvements that meet the City of Seattle's current standards for curbs, gutters, sidewalks, illumination, and landscaping.

Operation of Phase 1 would not require any mitigation in the form of off-site intersection improvements. With Phase 2, the potential impacts and mitigation would depend on the Access Option selected for the staff driveway. If Option 1 is selected (staff access from a driveway on 14<sup>th</sup> Avenue), the project-related delay impacts would be relatively small and would require mitigation at only one location during the AM peak hour. The project-related increase in delay would exceed five seconds at the 12<sup>th</sup> Avenue/Yelser Way intersection during the AM peak hour. The project-related increase in delay could be mitigated with signal timing optimization and revisions to intersection off-sets used for corridor coordination. Therefore, at the time Phase 2 is implemented and if Access Option 1 is selected, it is recommended that King County contribute funds to the City of Seattle to re-time and optimize this intersection and the corridor affected by signal coordination.

If Access Option 2 is selected (staff access from a driveway on E Spruce Street), project-related increases in delay would exceed five seconds at two locations—12<sup>th</sup> Avenue/Yelser Way during the AM peak hour and 12<sup>th</sup> Avenue/Cherry Street during the PM peak hour. The project-related increases in delay could be mitigated with signal timing optimization and revisions to intersection off-sets used for corridor coordination. Therefore, at the time Phase 2 is implemented and if Access Option 2 is selected, it is recommended that King County contribute funds to the City of Seattle to re-time and optimize these intersections and the corridors affected by signal coordination.

## 4.4. Transportation and Parking Management Plans

A Transportation Management Plan (TMP) may be required by the City of Seattle as a condition of approval of the Master Use Permit (MUP), particularly for Phase 2, consistent with the City of Seattle DPD Director's Rule 10-2012. TMPs are intended to reduce employee commute trips. City of Seattle transportation review staff indicated that a goal in the range of 60% SOV could be established as a starting point for the site given its current rate of over 76% and considering the experience and effectiveness of other institutions in the site vicinity. It is likely that future goals would be lower. Table 10 lists the elements from the Director's Rule (along with the specific element number) that should be included in the facility's TMP.

Table 10. Transportation Management Plan (TMP) Elements

TMP Elements from Seattle Director's Rule 10-2012		Check all that apply	Notes
<b>Building and Frontage Features</b>			
1	Install commuter information center in appropriate location	√	
3	Provide on-site shower and locker facility	√	
7	Provide bicycle storage and amenities.	√	
<b>Management &amp; Promotion</b>			
8	Appoint Building Transportation Coordinator	√	
9	Produce and distribute a commuter information packet	√	
11	Submit regular reports about TMP elements as required by the City	√	
12	Conduct biennial survey of TMP effectiveness	√	
14	Participate in promotional and encouragement programs	√	
<b>Parking Management</b>			
15	Charge for parking at market rate for the site's vicinity	√	
17	Prohibit price reductions for all-day parking (e.g., "Early Bird" specials)	√	
19	Provide designated parking spaces for car share programs	√	
20	Create flex-use parking passes that provide fewer days of parking than a monthly pass.	√	
<b>Transit, Carpool &amp; Vanpool Programs</b>			
21	Provide transit pass subsidy to employees who work at the site	√	Already provided
22	Provide free parking for vanpools registered with a public agency.	√	
23	Provide information about ride-match opportunities	√	Already provided
24	Provide reserved spaces for registered vanpools in convenient area that has adequate clearance and maneuvering space	√	Carpool spaces are currently designated on site
<b>Bicycle/Walking Programs</b>			
27	Offer incentive for commuters who bicycle or walk to work	√	

Source: DPD Director's Rule 10-2012, Published 8/9/2012, Effective 9/28/2012. The numbers in the left column match the element numbers from the Director's Rule.

## APPENDIX A

# LEVEL OF SERVICE DEFINITIONS

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual* (Transportation Research Board, 2010).

Level of service for signalized intersections is defined in terms of delay. Delay can be a cause of driver discomfort, frustration, inefficient fuel consumption, and lost travel time. Specifically, level of service criteria are stated in terms of the average delay per vehicle in seconds. Delay is a complex measure and is dependent on a number of variables including: the quality of progression, cycle length, green ratio, and a volume-to-capacity ratio for the lane group or approach in question. Table A-1 shows the level of service criteria for signalized intersections from the *Highway Capacity Manual*.

Table A-1. Level of Service Criteria

Level of Service	Average Delay Per Vehicle	General Description
A	Less than 10.0 Seconds	Free flow
B	10.1 to 20.0 seconds	Stable flow (slight delays)
C	20.1 to 35.0 seconds	Stable flow (acceptable delays)
D	35.1 to 55.0 seconds	Approaching unstable flow (tolerable delay—occasionally wait through more than one signal cycle before proceeding.
E	55.1 to 80.0 seconds	Unstable flow (approaching intolerable delay)
F	Greater than 80.0 seconds	Forced flow (jammed)

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

For unsignalized two-way-stop-controlled, all-way-stop-controlled, and roundabout intersections, level of service is based on the average delay per vehicle. The level of service for a two-way, stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Delay is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. The delay at an all-way, stop-sign (AWSC) controlled intersection is based on saturation headways, departure headways, and service times. Delay at roundabouts is based on entry flow rates and flow rate capacity. Table A-2 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual*.

Table A-2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Delay (seconds per vehicle)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

## APPENDIX B

# ON-STREET PARKING UTILIZATION DETAILS

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply												Total Legal On-Street Spaces
				Number of Unrestricted Parallel Parking Spaces	1-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Paid Parking 8 am - 6 pm Except Sun - Hol	2-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Parking Back-In Angle 7 am - 10 pm No Parking 10 pm - 5 am Except Sun - Hol	RPZ 2-Hour Parking 7 am - 6 pm Except Sun - Hol <sup>a</sup>	RPZ No Parking Except by Zone Permit 7 am - 6 pm Except Sun - Hol	3-minute Passenger Load Zone	3-minute Passenger Load Zone 7 am - 6 pm Except Sun-Hol	30-minute load/unload 7 am - 6 pm Except Sun-Hol	30-minute load/unload	30-minute Truck load 7 am - 6 pm Except Sun-Hol	
AA	12th Avenue	E Cherry St and E Jefferson St	W	0	0	16	0	0	0	0	0	0	0	0	0	16
AB	12th Avenue	E Cherry St and E James Ct	E	0	0	0	0	0	0	0	0	0	0	0	0	0
AC	13th Avenue	E Cherry St and E James Ct	W	0	0	0	5	0	0	0	0	0	0	0	0	5
AD	13th Avenue	E Cherry St and E Jefferson St	E	0	0	0	0	34	0	0	0	0	0	0	1	35
AE	14th Avenue	E Cherry St and E Jefferson St	W	0	0	0	24	0	0	0	0	0	2	0	0	26
AF	14th Avenue	E Cherry St and E Jefferson St	E	0	0	0	21	0	0	0	0	0	3	0	0	24
AG	15th Avenue	800' point and E Jefferson St	W	11	0	0	0	0	0	0	0	0	0	0	0	11
AH	15th Avenue	800' point and E Jefferson St	E	0	0	0	0	0	0	0	0	0	0	0	0	0
AI	E James Street	12th Ave and 13th Ave	N	0	0	0	6	0	0	0	0	0	0	0	0	6
AJ	E James Street	12th Ave and 13th Ave	S	0	0	0	3	0	8	0	0	0	0	0	0	11
AK	12th Avenue	E James Ct and E Barclay Ct	E	0	0	4	0	0	0	0	0	0	1	0	0	5
AL	13th Avenue	E James Ct and E Barclay Ct	W	2	0	0	0	0	2	0	0	0	0	0	0	4
AM	E Barclay Street	12th Ave and 13th Ave	N	0	0	0	0	0	9	0	0	0	0	0	0	9
AN	E Barclay Street	12th Ave and 13th Ave	S	0	0	0	1	0	10	0	0	0	0	0	0	11
AO	12th Avenue	E Barclay St and E Jefferson St	E	0	0	1	0	0	0	0	0	0	0	0	0	1
AP	13th Avenue	E Barclay St and E Jefferson St	W	2	0	0	0	0	3	0	0	0	0	0	0	5
AQ	E Jefferson St	800' point and 12th Ave	N	17	0	0	0	0	0	0	0	0	0	0	0	17
AR	E Jefferson St	10th Ave and 11th Ave	S	0	0	0	0	0	10	0	0	0	0	0	0	10
AS	E Jefferson St	11th Ave and 12th Ave	S	3	0	0	0	0	7	0	0	0	0	0	0	10
AT	E Jefferson St	12th Ave and 13th Ave	N	0	4	0	0	0	0	0	1	0	1	0	0	6
AU	E Jefferson St	12th Ave and 13th Ave	S	3	0	0	0	0	2	0	0	0	0	0	0	5
AV	E Jefferson St	13th Ave and 14th Ave	N	11	0	0	0	0	0	0	0	0	0	0	0	11
AW	E Jefferson St	13th Ave and 14th Ave	S	6	0	0	0	0	0	0	0	0	1	0	0	7
AX	E Jefferson St	14th Ave and 15th Ave	N	7	0	0	0	0	0	0	0	0	0	0	0	7
AY	E Jefferson St	14th Ave and 15th Ave	S	4	0	0	0	0	0	0	0	0	0	0	0	4
AZ	E Jefferson St	15th Ave and 16th Ave	N	0	0	0	0	0	11	0	0	0	0	0	0	11
BA	E Jefferson St	15th Ave and 16th Ave	S	0	0	0	0	0	8	0	0	0	0	0	0	8
BB	10th Avenue	E Jefferson St and E Terrace St	W	0	0	0	0	0	0	10	0	0	0	1	0	11
BC	10th Avenue	E Jefferson St and E Terrace St	E	9	0	0	0	0	0	0	0	0	0	2	0	11
BD	11th Avenue	E Jefferson St and E Terrace St	W	12	0	0	0	0	0	0	0	0	0	0	0	12
BE	11th Avenue	E Jefferson St and E Terrace St	E	0	0	0	0	0	0	7	1	0	0	0	0	8
BF	12th Avenue	E Jefferson St and E Terrace St	W	2	0	0	0	0	0	0	2	0	2	0	0	6
BG	12th Avenue	E Jefferson St and E Remington Ct	S	0	3	0	0	0	0	0	0	0	0	0	0	3



Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply												Total Legal On-Street Spaces
				Number of Unrestricted Parallel Parking Spaces	1-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Paid Parking 8 am - 6 pm Except Sun - Hol	2-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Parking Back-In Angle 7 am - 10 pm No Parking 10 pm - 5 am Except Sun - Hol	RPZ 2-Hour Parking 7 am - 6 pm Except Sun - Hol <sup>a</sup>	RPZ No Parking Except by Zone Permit 7 am - 6 pm Except Sun - Hol	3-minute Passenger Load Zone	3-minute Passenger Load Zone 7 am - 6 pm Except Sun-Hol	30-minute load/unload 7 am - 6 pm Except Sun-Hol	30-minute load/unload	30-minute Truck load 7 am - 6 pm Except Sun-Hol	
BH	13th Avenue	E Jefferson St and E Remington Ct	N	0	0	0	0	0	5	0	0	0	0	0	0	5
BI	13th Avenue	E Jefferson St and E Remington Ct	E	5	0	0	0	0	0	0	0	0	0	0	0	5
BJ	14th Avenue	E Jefferson St and E Remington Ct	W	0	0	0	0	0	0	0	0	0	0	0	0	0
BK	14th Avenue	E Jefferson St and E Alder St	E	0	0	0	0	0	17	0	0	0	0	0	0	17
BL <sup>a</sup>	15th Avenue	E Jefferson St and E Alder St	W	0	0	0	0	0	22	0	0	0	0	0	0	22
BM	15th Avenue	E Jefferson St and E Alder St	E	0	0	0	0	0	0	0	0	0	0	0	0	0
BN	16th Avenue	800' point and E Alder St	W	0	0	0	0	0	3	0	0	0	0	0	0	3
BO	16th Avenue	800' point and E Alder St	E	0	0	0	0	0	7	0	0	0	0	0	0	7
BP	E Remington Court	12th Ave and 13th Ave	N	2	0	0	0	0	6	0	0	0	0	0	0	8
BQ	E Remington Court	12th Ave and 14th Ave	S	23	0	0	0	0	0	0	0	0	0	0	0	23
BR	E Remington Court	13th Ave and 14th Ave	N	0	0	0	0	0	10	0	0	0	0	0	0	10
BS	E Terrace Street	800' point and 10th Ave	N	0	0	0	0	0	0	5	0	0	0	0	0	5
BT	E Terrace Street	800' point and 10th Ave	S	3	0	0	0	0	0	0	0	0	1	0	0	4
BU	E Terrace Street	10th Ave and 11th Ave	N	0	0	0	0	0	8	0	0	0	0	0	0	8
BV	E Terrace Street	10th Ave and 11th Ave	S	7	0	0	0	0	0	0	0	0	1	0	0	8
BW	E Terrace Street	11th Ave and 12th Ave	N	0	0	0	4	0	3	0	0	0	0	0	0	7
BX	E Terrace Street	11th Ave and 12th Ave	S	5	0	0	3	0	0	0	0	0	0	0	0	8
BY	12th Avenue	E Remington Ct and E Spruce St	E	8	0	0	10	0	0	0	0	0	0	0	0	18
BZ	14th Avenue	E Remington Ct and E Spruce St	W	0	0	0	0	0	0	0	0	0	0	0	0	0
CA	10th Avenue	E Terrace St and E Alder St	W	0	0	0	0	0	0	8	0	0	0	0	0	8
CB	10th Avenue	E Terrace St and E Alder St	E	8	0	0	0	0	0	0	0	0	2	0	0	10
CC	11th Avenue	E Terrace St and E Alder St	W	8	0	0	0	0	0	0	0	0	0	0	0	8
CD	11th Avenue	E Terrace St and E Alder St	E	0	0	0	0	0	11	0	0	0	0	0	0	11
CE	12th Avenue	E Terrace St and E Alder St	W	5	3	0	0	0	0	0	0	0	1	0	0	9
CF	E Alder Street	800' point and 10th Ave	W	0	0	0	3	0	0	0	1	0	0	0	0	4
CG	E Alder Street	800' point and 10th Ave	E	0	0	0	0	0	0	4	0	0	1	0	0	5
CH	E Alder Street	10th Ave and 11th Ave	W	11	0	0	0	0	0	0	0	0	0	0	0	11
CI	E Alder Street	10th Ave and 11th Ave	E	0	0	0	0	0	6	10	0	0	0	0	0	16
CJ	E Alder Street	11th Ave and 12th Ave	N	0	0	0	4	0	5	0	0	0	0	0	0	9
CK	E Alder Street	11th Ave and 12th Ave	S	0	0	4	0	0	5	0	0	0	0	0	0	9
CL	E Alder Street	14th Ave and 15th Ave	N	0	0	0	0	0	7	0	0	0	0	0	0	7
CM	E Alder Street	14th Ave and 15th Ave	S	0	0	0	0	0	7	0	0	0	0	0	0	7
CN	E Alder Street	15th Ave and 16th Ave	N	0	0	0	0	0	9	0	0	0	0	0	0	9

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply												Total Legal On-Street Spaces
				Number of Unrestricted Parallel Parking Spaces	1-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Paid Parking 8 am - 6 pm Except Sun - Hol	2-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Parking Back-In Angle 7 am - 10 pm No Parking 10 pm - 5 am Except Sun - Hol	RPZ 2-Hour Parking 7 am - 6 pm Except Sun - Hol <sup>a</sup>	RPZ No Parking Except by Zone Permit 7 am - 6 pm Except Sun - Hol	3-minute Passenger Load Zone	3-minute Passenger Load Zone 7 am - 6 pm Except Sun-Hol	30-minute load/unload 7 am - 6 pm Except Sun-Hol	30-minute load/unload	30-minute Truck load 7 am - 6 pm Except Sun-Hol	
CO	E Alder Street	15th Ave and 16th Ave	S	0	0	0	0	0	6	0	0	0	0	0	0	6
CP	10th Avenue	E Alder St and E Spruce St	W	0	0	0	0	0	0	7	0	0	0	0	0	7
CQ	10th Avenue	E Alder St and E Spruce St	E	0	0	0	0	0	0	8	0	0	0	0	0	8
CR	11th Avenue	E Alder St and E Spruce St	W	11	0	0	0	0	0	0	0	0	0	0	0	11
CS	11th Avenue	E Alder St and E Spruce St	E	0	0	0	0	0	0	10	0	0	0	1	0	11
CT	12th Avenue	E Alder St and E Spruce St	W	10	0	0	0	0	0	0	0	0	0	0	0	10
CU	14th Avenue	E Alder St and E Spruce St	E	0	0	0	0	0	8	0	0	0	0	0	0	8
CV	15th Avenue	E Alder St and E Spruce St	W	0	0	0	0	0	7	0	0	0	0	0	0	7
CW	15th Avenue	E Alder St and E Spruce St	E	0	0	0	0	0	0	0	0	0	0	0	0	0
CX	1th Avenue	E Alder St and E Spruce St	W	0	0	0	0	0	6	0	0	0	0	0	0	6
CY	1th Avenue	E Alder St and E Spruce St	E	0	0	0	0	0	7	0	0	0	0	0	0	7
CZ	E Spruce Street	10th Ave and 11th Ave	N	0	0	0	0	0	7	0	0	0	0	0	0	7
DA	E Spruce Street	10th Ave and 11th Ave	S	0	0	0	0	0	0	9	0	0	0	0	0	9
DB	E Spruce Street	11th Ave and 12th Ave	N	12	0	0	0	0	0	0	0	0	0	0	0	12
DC	E Spruce Street	11th Ave and 12th Ave	S	0	0	0	4	0	0	5	0	0	0	0	0	9
DD	E Spruce Street	12th Ave and 14th Ave	N	0	0	0	0	0	0	0	0	0	0	0	0	0
DE	E Spruce Street	12th Ave and 14th Ave	S	16	0	0	0	0	0	0	0	0	0	0	0	16
DF	E Spruce Street	14th Ave and 15th Ave	N	4	0	0	0	0	0	0	0	0	0	0	0	4
DG	E Spruce Street	14th Ave and 15th Ave	S	9	0	0	0	0	0	0	0	0	0	0	0	9
DH	E Spruce Street	15th Ave and 16th Ave	N	7	0	0	0	0	0	0	0	0	0	0	0	7
DI	E Spruce Street	15th Ave and 16th Ave	S	13	0	0	0	0	0	0	0	0	0	0	0	13
DJ	11th Avenue	E Spruce St and E Fir St	W	0	0	0	0	0	0	8	0	0	1	0	0	9
DK	11th Avenue	E Spruce St and E Fir St	E	0	0	0	0	0	0	10	0	0	0	0	0	10
DL	12th Avenue	E Spruce St and E Fir St	W	9	0	0	0	0	0	0	0	0	0	0	0	9
DM	12th Avenue	E Spruce St and E Fir St	E	9	0	0	0	0	0	0	0	0	1	0	0	10
DN	14th Avenue	E Spruce St and E Fir St	W	0	0	0	0	0	0	0	0	0	0	0	0	0
DO	14th Avenue	E Spruce St and E Fir St	E	0	0	0	0	0	7	0	0	0	0	0	0	7
DP	15th Avenue	E Spruce St and E Fir St	W	7	0	0	0	0	0	0	0	0	0	0	0	7
DQ	15th Avenue	E Spruce St and E Fir St	E	0	0	0	0	0	0	0	0	0	0	0	0	0
DR	16th Avenue	E Spruce St and 800' point	W	0	0	0	0	0	3	0	0	0	0	0	0	3
DS	16th Avenue	E Spruce St and 800' point	E	0	0	0	0	0	2	0	0	0	0	0	0	2
DT	E Fir Street	800' point and 11th Ave	N	0	0	0	0	0	0	5	0	0	0	0	0	5
DU	E Fir Street <sup>b</sup>	800' point and 12th Ave	S	3	0	0	0	0	0	0	0	0	0	0	0	3

Project King County Children and Family Justice Center

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply												Total Legal On-Street Spaces
				Number of Unrestricted Parallel Parking Spaces	1-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Paid Parking 8 am - 6 pm Except Sun - Hol	2-Hour Parking 7 am - 6 pm Except Sun - Hol	2-Hour Parking Back-In Angle 7 am - 10 pm No Parking 10 pm - 5 am Except Sun - Hol	RPZ 2-Hour Parking 7 am - 6 pm Except Sun - Hol <sup>a</sup>	RPZ No Parking Except by Zone Permit 7 am - 6 pm Except Sun - Hol	3-minute Passenger Load Zone	3-minute Passenger Load Zone 7 am - 6 pm Except Sun-Hol	30-minute load/unload 7 am - 6 pm Except Sun-Hol	30-minute load/unload	30-minute Truck load 7 am - 6 pm Except Sun-Hol	
DV	E Fir Street	11th Ave and 12th Ave	N	10	0	0	0	0	0	0	0	0	0	0	0	10
DW	E Fir Street	12th Ave and 14th Ave	N	15	0	0	0	0	5	0	0	0	0	0	0	20
DX	E Fir Street	12th Ave and 13th Ave	S	0	0	0	0	0	0	0	0	0	0	0	0	0
DY	E Fir Street	13th Ave and 14th Ave	S	0	0	0	0	0	0	0	0	0	0	0	0	0
DZ	E Fir Street	14th Ave and 15th Ave	N	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	E Fir Street	14th Ave and 15th Ave	S	10	0	0	0	0	0	0	0	0	0	0	0	10
EB	E Fir Street	15th Ave and 800' point	N	0	0	0	0	0	0	0	0	0	0	0	0	0
EC	E Fir Street	15th Ave and 800' point	S	4	0	0	0	0	0	0	0	0	0	0	0	4
ED	12th Avenue	E Fir St and E Yesler Wy	W	0	0	0	0	0	7	0	0	0	1	0	0	8
EE	12th Avenue	E Fir St and E Yesler Wy	E	0	6	0	0	0	0	0	0	0	1	0	0	7
EF	13th Avenue	E Fir St and E Yesler Wy	W	0	0	0	0	0	13	0	0	0	0	0	0	13
EG	13th Avenue	E Fir St and E Yesler Wy	E	0	0	0	0	0	0	0	0	0	0	0	0	0
EH	14th Avenue	E Fir St and E Yesler Wy	W	0	0	0	0	0	0	0	0	0	0	2	0	2
EI	14th Avenue	E Fir St and E Yesler Wy	E	0	0	0	0	0	10	0	0	0	0	0	0	10
EJ	15th Avenue	E Fir St and 800' point	W	8	0	0	0	0	0	0	0	0	0	0	0	8
EK	15th Avenue	E Fir St and 800' point	E	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	E Yesler Way	800' point and 12th Ave	N	0	0	0	0	0	0	0	0	0	0	0	0	0
EM	E Yesler Way	800' point and 12th Ave	S	0	0	0	0	0	0	0	0	0	0	0	0	0
EN	E Yesler Way	12th Ave and 800' point	N	0	0	0	0	0	0	0	0	2	0	0	0	2
EO	E Yesler Way	12th Ave and 800' point	S	0	0	0	0	0	0	0	0	0	0	0	0	0
EP	E Yesler Way	13th Ave and 14th Ave	N	3	0	0	0	0	0	0	0	0	0	0	0	3
EQ	E Yesler Way	13th Ave and 14th Ave	S	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	E Yesler Way	14th Ave and 800' point	N	0	0	0	3	0	0	0	0	0	0	0	0	3
ES	E Yesler Way	14th Ave and 800' point	S	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	12th Avenue	E Yesler Wy and 800' point	W	0	0	0	0	0	0	0	0	0	0	0	0	0
EU	12th Avenue	E Yesler Wy and 800' point	E	0	0	0	0	0	0	0	0	0	0	0	0	0
EV	14th Avenue	E Yesler Wy and 800' point	W	0	0	0	0	0	0	0	0	0	0	0	0	0
EW	14th Avenue	E Yesler Wy and 800' point	E	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>				<b>334</b>	<b>16</b>	<b>25</b>	<b>91</b>	<b>34</b>	<b>289</b>	<b>106</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>929</b>

a On the west side of 15th Avenue between E Jefferson Street and E Adler Street, the RPZ zones include signs with different time limits: 7 am - 6 pm and 8 am - 6 pm. Based on the Seattle Department of Transportation Parking Map, the time limits should be 7 am - 6 pm.

All parking spaces were included in the 7 am - 6 pm time restrictions.

b These three spaces are unrestricted angle parking

Project King County Children and Family Justice Center

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply	Parking Demand			Parking Utilization
				Total Legal On-Street Spaces	Mid-Afternoon Counts		Average Mid-Afternoon	Average Mid-Afternoon
					1:45 - 3:00 pm			
				Thursday 11.07.13	Wednesday 11.13.13			
AA	12th Avenue	E Cherry St and E Jefferson St	W	16	8	8	8	50%
AB	12th Avenue	E Cherry St and E James Ct	E	0	0	0	0	NS
AC	13th Avenue	E Cherry St and E James Ct	W	5	3	4	4	80%
AD	13th Avenue	E Cherry St and E Jefferson St	E	35	21	23	22	63%
AE	14th Avenue	E Cherry St and E Jefferson St	W	26	17	19	18	69%
AF	14th Avenue	E Cherry St and E Jefferson St	E	24	13	10	12	50%
AG	15th Avenue	800' point and E Jefferson St	W	11	10	9	10	91%
AH	15th Avenue	800' point and E Jefferson St	E	0	0	0	0	NS
AI	E James Street	12th Ave and 13th Ave	N	6	5	4	5	83%
AJ	E James Street	12th Ave and 13th Ave	S	11	10	10	10	91%
AK	12th Avenue	E James Ct and E Barclay Ct	E	5	2	3	3	60%
AL	13th Avenue	E James Ct and E Barclay Ct	W	4	4	6	5	125%
AM	E Barclay Street	12th Ave and 13th Ave	N	9	9	9	9	100%
AN	E Barclay Street	12th Ave and 13th Ave	S	11	10	9	10	91%
AO	12th Avenue	E Barclay St and E Jefferson St	E	1	1	0	1	100%
AP	13th Avenue	E Barclay St and E Jefferson St	W	5	6	5	6	120%
AQ	E Jefferson St	800' point and 12th Ave	N	17	18	19	19	112%
AR	E Jefferson St	10th Ave and 11th Ave	S	10	11	10	11	110%
AS	E Jefferson St	11th Ave and 12th Ave	S	10	7	8	8	80%
AT	E Jefferson St	12th Ave and 13th Ave	N	6	6	6	6	100%
AU	E Jefferson St	12th Ave and 13th Ave	S	5	5	5	5	100%
AV	E Jefferson St	13th Ave and 14th Ave	N	11	12	13	13	118%
AW	E Jefferson St	13th Ave and 14th Ave	S	7	8	7	8	114%
AX	E Jefferson St	14th Ave and 15th Ave	N	7	6	6	6	86%
AY	E Jefferson St	14th Ave and 15th Ave	S	4	5	4	5	125%
AZ	E Jefferson St	15th Ave and 16th Ave	N	11	10	8	9	82%
BA	E Jefferson St	15th Ave and 16th Ave	S	8	9	9	9	113%
BB	10th Avenue	E Jefferson St and E Terrace St	W	11	13	11	12	109%
BC	10th Avenue	E Jefferson St and E Terrace St	E	11	10	12	11	100%
BD	11th Avenue	E Jefferson St and E Terrace St	W	12	14	14	14	117%
BE	11th Avenue	E Jefferson St and E Terrace St	E	8	8	8	8	100%
BF	12th Avenue	E Jefferson St and E Terrace St	W	6	3	2	3	50%

Project King County Children and Family Justice Center

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply	Parking Demand			Parking Utilization
				Total Legal On-Street Spaces	Mid-Afternoon Counts		Average Mid-Afternoon	Average Mid-Afternoon
					1:45 - 3:00 pm			
				Thursday 11.07.13	Wednesday 11.13.13			
BG	12th Avenue	E Jefferson St and E Remington Ct	S	3	4	4	4	133%
BH	13th Avenue	E Jefferson St and E Remington Ct	N	5	6	6	6	120%
BI	13th Avenue	E Jefferson St and E Remington Ct	E	5	6	6	6	120%
BJ	14th Avenue	E Jefferson St and E Remington Ct	W	0	0	0	0	NS
BK	14th Avenue	E Jefferson St and E Alder St	E	17	16	13	15	88%
BL <sup>a</sup>	15th Avenue	E Jefferson St and E Alder St	W	22	12	17	15	68%
BM	15th Avenue	E Jefferson St and E Alder St	E	0	0	0	0	NS
BN	16th Avenue	800' point and E Alder St	W	3	1	3	2	67%
BO	16th Avenue	800' point and E Alder St	E	7	3	4	4	57%
BP	E Remington Court	12th Ave and 13th Ave	N	8	8	7	8	100%
BQ	E Remington Court	12th Ave and 14th Ave	S	23	22	22	22	96%
BR	E Remington Court	13th Ave and 14th Ave	N	10	8	6	7	70%
BS	E Terrace Street	800' point and 10th Ave	N	5	6	6	6	120%
BT	E Terrace Street	800' point and 10th Ave	S	4	4	4	4	100%
BU	E Terrace Street	10th Ave and 11th Ave	N	8	8	11	10	125%
BV	E Terrace Street	10th Ave and 11th Ave	S	8	9	10	10	125%
BW	E Terrace Street	11th Ave and 12th Ave	N	7	8	8	8	114%
BX	E Terrace Street	11th Ave and 12th Ave	S	8	11	4	8	100%
BY	12th Avenue	E Remington Ct and E Spruce St	E	18	19	18	19	106%
BZ	14th Avenue	E Remington Ct and E Spruce St	W	0	0	0	0	NS
CA	10th Avenue	E Terrace St and E Alder St	W	8	8	10	9	113%
CB	10th Avenue	E Terrace St and E Alder St	E	10	11	9	10	100%
CC	11th Avenue	E Terrace St and E Alder St	W	8	11	10	11	138%
CD	11th Avenue	E Terrace St and E Alder St	E	11	10	6	8	73%
CE	12th Avenue	E Terrace St and E Alder St	W	9	10	8	9	100%
CF	E Alder Street	800' point and 10th Ave	W	4	2	2	2	50%
CG	E Alder Street	800' point and 10th Ave	E	5	3	2	3	60%
CH	E Alder Street	10th Ave and 11th Ave	W	11	9	10	10	91%
CI	E Alder Street	10th Ave and 11th Ave	E	16	7	9	8	50%
CJ	E Alder Street	11th Ave and 12th Ave	N	9	6	7	7	78%
CK	E Alder Street	11th Ave and 12th Ave	S	9	5	6	6	67%
CL	E Alder Street	14th Ave and 15th Ave	N	7	1	3	2	29%

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Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply	Parking Demand			Parking Utilization
				Total Legal On-Street Spaces	Mid-Afternoon Counts		Average Mid-Afternoon	Average Mid-Afternoon
					1:45 - 3:00 pm			
					Thursday 11.07.13	Wednesday 11.13.13		
CM	E Alder Street	14th Ave and 15th Ave	S	7	4	3	4	57%
CN	E Alder Street	15th Ave and 16th Ave	N	9	1	5	3	33%
CO	E Alder Street	15th Ave and 16th Ave	S	6	4	4	4	67%
CP	10th Avenue	E Alder St and E Spruce St	W	7	6	8	7	100%
CQ	10th Avenue	E Alder St and E Spruce St	E	8	6	7	7	88%
CR	11th Avenue	E Alder St and E Spruce St	W	11	8	10	9	82%
CS	11th Avenue	E Alder St and E Spruce St	E	11	7	9	8	73%
CT	12th Avenue	E Alder St and E Spruce St	W	10	10	10	10	100%
CU	14th Avenue	E Alder St and E Spruce St	E	8	4	6	5	63%
CV	15th Avenue	E Alder St and E Spruce St	W	7	3	6	5	71%
CW	15th Avenue	E Alder St and E Spruce St	E	0	0	0	0	NS
CX	1th Avenue	E Alder St and E Spruce St	W	6	1	2	2	33%
CY	1th Avenue	E Alder St and E Spruce St	E	7	1	0	1	14%
CZ	E Spruce Street	10th Ave and 11th Ave	N	7	5	5	5	71%
DA	E Spruce Street	10th Ave and 11th Ave	S	9	6	6	6	67%
DB	E Spruce Street	11th Ave and 12th Ave	N	12	12	9	11	92%
DC	E Spruce Street	11th Ave and 12th Ave	S	9	3	5	4	44%
DD	E Spruce Street	12th Ave and 14th Ave	N	0	0	0	0	NS
DE	E Spruce Street	12th Ave and 14th Ave	S	16	8	13	11	69%
DF	E Spruce Street	14th Ave and 15th Ave	N	4	3	7	5	125%
DG	E Spruce Street	14th Ave and 15th Ave	S	9	8	8	8	89%
DH	E Spruce Street	15th Ave and 16th Ave	N	7	12	10	11	157%
DI	E Spruce Street	15th Ave and 16th Ave	S	13	13	14	14	108%
DJ	11th Avenue	E Spruce St and E Fir St	W	9	6	9	8	89%
DK	11th Avenue	E Spruce St and E Fir St	E	10	8	9	9	90%
DL	12th Avenue	E Spruce St and E Fir St	W	9	8	10	9	100%
DM	12th Avenue	E Spruce St and E Fir St	E	10	9	9	9	90%
DN	14th Avenue	E Spruce St and E Fir St	W	0	0	0	0	NS
DO	14th Avenue	E Spruce St and E Fir St	E	7	3	7	5	71%
DP	15th Avenue	E Spruce St and E Fir St	W	7	7	9	8	114%
DQ	15th Avenue	E Spruce St and E Fir St	E	0	0	0	0	NS
DR	16th Avenue	E Spruce St and 800' point	W	3	4	3	4	133%



Project King County Children and Family Justice Center

Block Face ID	Street Name	Street Segment	Side of Street	Parking Supply	Parking Demand			Parking Utilization
				Total Legal On-Street Spaces	Mid-Afternoon Counts		Average Mid-Afternoon	Average Mid-Afternoon
					1:45 - 3:00 pm			
					Thursday 11.07.13	Wednesday 11.13.13		
DS	16th Avenue	E Spruce St and 800' point	E	2	3	1	2	100%
DT	E Fir Street	800' point and 11th Ave	N	5	5	5	5	100%
DU	E Fir Street <sup>b</sup>	800' point and 12th Ave	S	3	3	5	4	133%
DV	E Fir Street	11th Ave and 12th Ave	N	10	10	11	11	110%
DW	E Fir Street	12th Ave and 14th Ave	N	20	15	14	15	75%
DX	E Fir Street	12th Ave and 13th Ave	S	0	0	0	0	NS
DY	E Fir Street	13th Ave and 14th Ave	S	0	0	0	0	NS
DZ	E Fir Street	14th Ave and 15th Ave	N	0	0	0	0	NS
EA	E Fir Street	14th Ave and 15th Ave	S	10	9	11	10	100%
EB	E Fir Street	15th Ave and 800' point	N	0	0	0	0	NS
EC	E Fir Street	15th Ave and 800' point	S	4	5	3	4	100%
ED	12th Avenue	E Fir St and E Yesler Wy	W	8	7	7	7	88%
EE	12th Avenue	E Fir St and E Yesler Wy	E	7	6	5	6	86%
EF	13th Avenue	E Fir St and E Yesler Wy	W	13	8	12	10	77%
EG	13th Avenue	E Fir St and E Yesler Wy	E	0	0	0	0	NS
EH	14th Avenue	E Fir St and E Yesler Wy	W	2	0	0	0	0%
EI	14th Avenue	E Fir St and E Yesler Wy	E	10	8	10	9	90%
EJ	15th Avenue	E Fir St and 800' point	W	8	8	9	9	113%
EK	15th Avenue	E Fir St and 800' point	E	0	0	0	0	NS
EL	E Yesler Way	800' point and 12th Ave	N	0	0	0	0	NS
EM	E Yesler Way	800' point and 12th Ave	S	0	0	0	0	NS
EN	E Yesler Way	12th Ave and 800' point	N	2	0	2	1	50%
EO	E Yesler Way	12th Ave and 800' point	S	0	0	0	0	NS
EP	E Yesler Way	13th Ave and 14th Ave	N	3	3	3	3	100%
EQ	E Yesler Way	13th Ave and 14th Ave	S	0	0	1	1	NS
ER	E Yesler Way	14th Ave and 800' point	N	3	1	2	2	67%
ES	E Yesler Way	14th Ave and 800' point	S	0	0	0	0	NS
ET	12th Avenue	E Yesler Wy and 800' point	W	0	0	0	0	NS
EU	12th Avenue	E Yesler Wy and 800' point	E	0	0	0	0	NS
EV	14th Avenue	E Yesler Wy and 800' point	W	0	0	0	0	NS
EW	14th Avenue	E Yesler Wy and 800' point	E	0	0	0	0	NS
<b>TOTAL</b>				<b>929</b>	<b>513</b>	<b>512</b>	<b>513</b>	<b>55%</b>